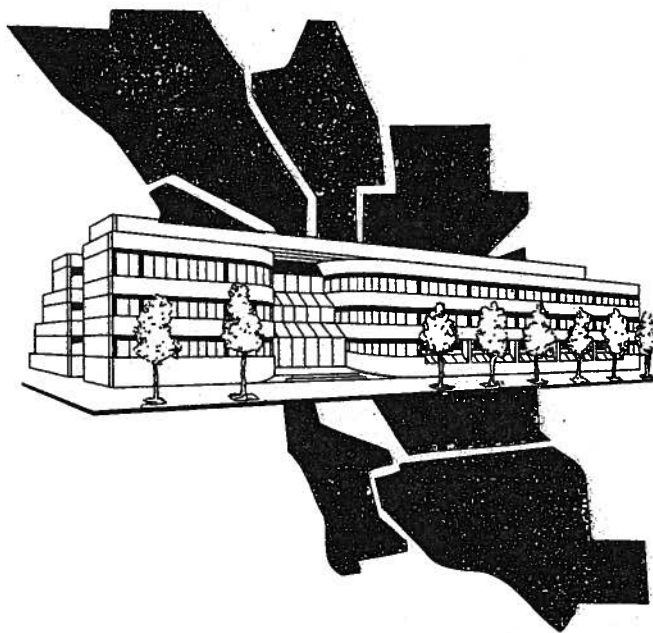


FY 2011 - 12

OVERALL WORK PROGRAM

FOR PLANNING ACTIVITIES IN
THE SAN FRANCISCO BAY AREA



Caltrans 



METROPOLITAN
TRANSPORTATION
COMMISSION



ASSOCIATION
OF BAY AREA
GOVERNMENTS

FINAL
JUNE 2011

FY 2011-12
OVERALL WORK PROGRAM
FOR THE
SAN FRANCISCO BAY AREA

Mark Green, President
Ezra Rapport, Executive Director
Association of Bay Area Governments
MetroCenter
101 Eighth Street, Oakland, CA 94607
<http://www.abag.ca.gov>

Adrienne Tissier, Chair
Steve Heminger, Executive Director
Metropolitan Transportation Commission
MetroCenter
101 Eighth Street, Oakland, CA 94607
<http://www.mtc.ca.gov>

Bijan Sartipi, District Director, District 4
California Department of Transportation
P. O. Box 23660, Oakland, CA 94623-0660
111 Grand Ave, Oakland, CA 94612-3717
<http://www.dot.ca.gov/dist4/>

FINAL
JUNE 2011

The preparation of this document was financed cooperatively by the Federal Highway Administration and the Federal Transit Administration of the United States Department of Transportation, the California Department of Transportation, and local units of government within the MTC region. The opinions, findings, and conclusions expressed in this document are those of the author and are not necessarily those of the United States Department of Transportation. This report does not constitute a standard, specification, or regulation.

TABLE OF CONTENTS

| <u>CHAPTERS</u> | <u>PAGE</u> |
|---|-------------|
| List of Transportation Planning Acronyms | iii |
| CHAPTER 1 <u>PROSPECTUS</u> | |
| Association of Bay Area Governments (ABAG) | 1.1.1 |
| Metropolitan Transportation Commission (MTC) | 1.2.1 |
| CHAPTER 2 <u>UNIFIED WORK PROGRAM</u> | |
| 2.1 Program Description by Category: ABAG | 2.1.1 |
| 2.2 Program Description by Category: Caltrans | 2.2.1 |
| 2.3 Program Description by Category: MTC | 2.3.1 |
| CHAPTER 3 <u>BUDGET</u> | |
| 3.1 ABAG Budget | 3.1.1 |
| 3.2 MTC Budget | 3.2.1 |
| <u>APPENDICES</u> | |
| A FTA Section 5303 Funded Projects | A-1 |
| B FTA Section 5304 Funded Projects | B-1 |
| C STP Funded Projects: Congestion Management Agency Planning | C-1 |
| D State Planning and Research Grant Program | D-1 |
| E Environmental Justice Grants | E-1 |
| F Community Based Transportation Planning Grants | F-1 |
| G FTA Alternative Analysis Program | G-1 |

List of Transportation Planning Acronyms

| | |
|------------|---|
| AA/DEIS | Alternatives Analysis/Draft Environmental Impact Statement AA has been replaced by MIS |
| ABAG | Association of Bay Area Governments |
| AC Transit | Alameda-Contra Costa Transit District |
| ADA | Americans with Disabilities Act |
| ADAP | Airport Development Aid Program |
| ALUC | Airport Land Use Commission |
| AMTRAK | National Railroad Passenger Corporation |
| Admin. | Administration Committee (MTC committee) |
| ARB | Air Resources Board |
| ASA | Advanced System Applications |
| | |
| BAAQMD | Bay Area Air Quality Management District |
| BAC | Bay Area Council |
| BART | San Francisco Bay Area Rapid Transit District |
| BATA | Bay Area Toll Authority |
| BCDC | Bay Conservation and Development Commission |
| BHO | Bridge and Highway Operations |
| | |
| CAAA | Clean Air Act Amendments of 1990 |
| Caltrain | Penninsula Commute Service |
| Caltrans | California Department of Transportation |
| CAP | Clean Air Plan |
| CAPH | California Association for the Physically Handicapped |
| CCCTA | Central Contra Costa Transit Authority |
| CCMP | Comprehensive Conservation and Management Plan (ABAG) |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| Clipper | Regional single transit pass program |
| CMA | Congestion Management Agency |
| CMAQ | Congestion Mitigation and Air Quality |
| CMP | Congestion Management Program |
| CMS | Congestion Management System |
| COG | Council of governments |
| CRIS | Cost Revenue Impact System (ABAG) |
| CRP | Comprehensive Regional Plan (ABAG) |
| CTC | California Transportation Commission |
| | |
| DMV | Department of Motor Vehicles, California |
| DOT | Department of Transportation |
| | |
| EBMUD | East Bay Municipal Utility District |
| EBRPD | East Bay Regional Park District |
| ECCTA | East Contra Costa Transit Authority |
| EDP | Early Deployment Plan |
| EIR | Environmental impact report (state) |

| | |
|----------|---|
| EIS | Environmental impact statement (federal) |
| EPA | Environmental Protection Agency |
| FAA | Federal Aviation Administration |
| FARE | Financial Accounting Reporting Element |
| FCAA | Federal Clean Air Act |
| FHWA | Federal Highway Administration |
| FRA | Federal Railway Administration |
| FTA | Federal Transit Administration |
| GGBH&TD | Golden Gate Bridge, Highway and Transportation District |
| GIS | Geographical Information System |
| GPS | Global Positioning System |
| HEW | Department of Health, Education and Welfare |
| HIP | Housing Incentive Program |
| HUD | Department of Housing and Urban Development, U.S. |
| IGC | Inter-Governmental Council, Santa Clara County |
| IGR | Intergovernmental Review |
| IMS | Intermodal Management System |
| IPG | Intermodal Planning Group |
| ITS | Institute of Transportation Studies, U.C. Berkeley, or Intelligent Transportation Systems, formerly IVHS |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| IVHS | Intelligent Vehicle Highway System; no longer used, now ITS |
| JARC | Job Access and Reverse Commute Program |
| JPB | Joint Powers Board (San Mateo County) |
| LAFCO | Local Agency Formation Committee |
| LAVTA | Livermore Amandon Valley Transportation Authority |
| LCC | League of California Cities |
| LIRAQ | Livermore Regional Air Quality Model |
| L&GO | Legislation and Governmental Organization Committee, ABAG |
| LPA | Legislation and Public Affairs committee, MTC |
| LTEE | Land Use, Transportation, Economic & Environmental |
| LWV - BA | League of Women Voters - Bay Area |
| MALDEF | Mexican American Legal Defense Education Fund |
| MARAD | Maritime Administration, U.S. |
| MCAC | Minority Citizens Advisory Committee, MTC |
| MIS | Major Investment Studies |
| MOU | Memorandum of understanding |
| MPO | Metropolitan planning organization |
| MTC | Metropolitan Transportation Commission |
| MTS | Metropolitan Transportation System |
| Muni | San Francisco Municipal Railway |

| | |
|----------|---|
| NAAQS | National Ambient Air Quality Standards |
| NEPA | National Environmental Policy Act |
| NORCAL | Northern California Ports and Terminals Bureau |
| NSF | National Science Foundation (ABAG) |
| NTIS | National Technical Information Service |
| OCCUR | Oakland Citizens Committee for Urban Renewal |
| OEDCI | Oakland Economic Development Council, Inc. |
| OMB | Office of Management and Budget, U.S. |
| OPR | Office of Planning and Research, California |
| OWP | Overall Work Program |
| OWPA | Overall Work Program Agreement |
| PAC | Programming and Allocations Committee |
| P&A | Programming and Allocations committee |
| PCC | Paratransit Coordinating Council |
| PCS | Peninsula Commute Service |
| PEA | Planning Emphasis Area |
| PENTAP | Peninsula Transit Alternatives Project |
| PMS | Pavement Management System |
| POC | Planning and Operations Committee |
| Prop 84 | Proposition 84 - State of California Strategic Growth Plan Bond |
| PTMS | Public Transportation Management System |
| RAPC | Regional Airport Planning Committee, ABAG/MTC |
| RIDES | Rides for Bay Area Commuters, Inc. |
| RPC | Regional Planning Committee, ABAG |
| RTA | Regional Transit Association |
| RTCC | Regional Transit Coordinating Council |
| RTIP | Regional Transportation Improvement Program (state requirement) |
| RTP | Regional Transportation Plan |
| RTPA | Regional transportation planning agency |
| RWQCB | Regional Water Quality Control Board |
| SAFE | Service Authority for Freeways and Expressways |
| SAFETEA | Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2004 |
| SanTrans | San Mateo County Transit District |
| SIP | State Implementation Plan (for air quality) |
| SMSA | Standard Metropolitan Statistical Area |
| SPAC | Seaport Planning Advisory Committee, MTC/BCDC |
| SP&R | State Planning and Research |
| SPUR | San Francisco Planning and Urban Research |
| S RTP | Short Range Transit Plan |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| TCA | Transportation Coordination and Access (MTC Committee) |
| TEA-21 | Transportation Equity Act for the 21 st Century |
| TCM | Transportation Control Measure |

| | |
|-------------|--|
| TCRP | Traffic Congestion Relief Program |
| TDA | Transportation Development Act |
| TETAP | Traffic Engineering Technical Assistance Program |
| TFCA | Transportation Funding for Clean Air |
| TIP | Transportation Improvement Program (federal requirement) |
| TLC | Transportation Land-Use Connection |
| TMP | Traffic Management Program |
| TP & D | Transportation Planning and Development Account |
| TravInfo® | Bay Area Advanced Traveler Information System |
| TRB | Transportation Research Board, National |
| Toll Credit | Non Federal Share – Section 1905 of SAFETEA-LU |
| TSM | Transportation Systems Management |
| UGM | Urban goods movement |
| USGS | U.S. Geological Survey (ABAG) |
| VTA | Valley Transportation Authority |
| West CAT | Western Contra Costa Transit |
| WRCB | California Water Resources Control Board |
| WETA | Water Emergency Transit Authority |

Prospectus ABAG

CHAPTER 1.1: PROSPECTUS

ASSOCIATION of BAY AREA GOVERNMENTS

FY 2011-2012

TABLE OF CONTENTS

| | | |
|-----|---|--------|
| I. | Organization and Management | 1.1.3 |
| II. | Major Programs | 1.1.7 |
| | Attachment 1: San Francisco Bay Area Map | 1.1.17 |
| | Attachment 2: ABAG Organizational Structure | 1.1.18 |

ABAG PROSPECTUS

I. ORGANIZATION AND MANAGEMENT

This chapter describes inter-agency agreements, agency organization and institutional relationships established among regional and local agencies to carry out regional planning.

A. Institutional Arrangements and Cooperative Agreements

Regional planning in the nine-county San Francisco Bay Area (see Attachment 1 on page 1.1.18) is conducted by ABAG, BAAQMD, RWQCB, BCDC, Caltrans, and MTC. Each agency performs specific planning functions that are coordinated by a series of institutional arrangements and cooperative agreements. ABAG is the comprehensive planning agency for the region, and has negotiated agreements (Memoranda of Understanding/Agreement) with most of the functional agencies to promote coordination and consistency of the planning process, to avoid duplication of efforts and to ensure that all decision-making at the regional level is consistent with ABAG's overall goals and policy framework for the Bay Area. There are two types of cooperative agreements in effect: planning and policy development, and Federal Program Review Memoranda of Agreement (Executive Order 12372). The following is a list of cooperative agreements currently in effect or being negotiated.

1. Combined Policy Development and Project Review Agreements

ABAG and MTC are linked with Caltrans for the transportation planning and project review process through a tripartite agreement. In that document, ABAG and MTC agree to share transportation planning resources for regional land-use planning. MTC agrees to recognize ABAG's adopted Projections as the basis for the preparation of the Regional Transportation Plan (RTP). The agreement has an appendix which identifies the relative responsibilities of ABAG and MTC in airport planning.

2. Policy Development Agreements

ABAG, BAAQMD, MTC and Caltrans are jointly engaged in development and updating of the Region's air quality plans. In this program, ABAG, BAAQMD and MTC are co-lead planning agencies. The BAAQMD is responsible for preparing the State-mandated Clean Air Plan to satisfy the California Clean Air Act. ABAG, BAAQMD and MTC work to prepare air quality plans to meet federal requirements. The ongoing inter-agency air quality planning program involves the public, special interests, and elected officials in planning and implementing air quality planning programs.

3. Memoranda of Agreement

ABAG, as the Areawide Clearinghouse for review of applications for federal grants, had a number of Memoranda of Agreement, required under OMB Circular A-95, Part IV: Coordination of Planning in Multi-jurisdictional Areas. Circular A-95 was rescinded by Executive Order No. 12372 in 1982. New state-designated project review procedures were established as of October 1, 1983. Under these procedures, Memoranda of Agreement required under OMB A-95 remain in effect.

B. Organizational Structure

The Association of Bay Area Governments (ABAG) is the council of local governments formed in 1961 to address regional land use related problems in the San Francisco Bay Region through cooperative action of cities and counties. For planning purposes, the region is defined as the following nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. All 101 cities in the Bay Area, and all nine counties, are members of ABAG.

ABAG policy is determined annually by its General Assembly. Delegates to the General Assembly are elected officials from member cities and counties. Each city and county has one vote, and a majority of both city and county votes is required for action. The General Assembly adopts the budget and the annual work program, and reviews policy actions of the Executive Board.

The 38-member Executive Board, made up of local elected officials (representation is based on population), meets bi-monthly to make operating decisions, appoint committees, authorize expenditures, and recommend major policy decisions to the General Assembly. Staff advisor to the Executive Board is the ABAG Executive Director.

See Organizational Structure - Attachment 2 on page 1.1.19.

C. Committee Structure

Three categories of committees serve the Executive Board.

1. Standing Committees and Responsibilities

Standing committees, except for the Regional Planning Committee (RPC) as described in (d), below, are composed entirely of elected officials (with the exception of representatives of the City of San Francisco as provided in the Bylaws).

- a. The Administrative Committee ensures internal communications among ABAG standing committees and acts for the Executive Board in the months that the Board does not meet. The Executive Director provides staff services.

- b. The Finance and Personnel Committee of the Executive Board is specified in the Bylaws. Its responsibilities deal with financial, administrative and personnel matters. The committee reviews and monitors expenditures and prepares and recommends personnel policies and budget. The financial and budgetary status of the Association is reported to the General Assembly. The Finance Director provides staff services.
- c. The Legislation and Governmental Organization Committee studies and develops recommendations for General Assembly and/or Executive Board approval on ABAG's goals, legislative program, organization, and all aspects of existing and future regional organizations. It studies and makes recommendations on proposals for governmental reorganization. It reviews current federal and state legislation impacting member governments and regional planning. Its membership is geographically balanced and includes representation from large to small jurisdictions. The Communication and Government Affairs Officer provides staff services under the direction of the Assistant Executive Director.
- d. The Regional Planning Committee (RPC) is responsible for developing comprehensive planning policies and procedures for General Assembly and Executive Board approval. It initiates regional and subregional activities related to conservation and development, reviews reports and plans prepared by joint policy committees, task forces, and advisory committees, and makes recommendations regarding regional planning policy. Representation includes local elected officials from all nine Bay Area counties and from regional agencies to ensure coordination during plan development. The RPC also includes the following special and public interest representation: Business, Economic Development, Environment, Housing, Labor, Minorities, Public Interest, Recreation/Open Space, Special Districts, Redevelopment Agencies, Education and the Silicon Valley Manufacturing Group. The Planning Director provides staff services.

2. Interagency Committees and Responsibilities

Interagency committees are standing committees with responsibilities and staffing from ABAG and other governmental organizations. They submit recommendations concerning specific plan content.

- a. The Joint Policy Committee (JPC) was established by a joint ABAG/MTC Task Force in December 2003 to facilitate progress relative to regional issues. In 2004, Senate Bill 849 called for the addition of the BAAQMD to the JPC. Since that time, the Bay Conservation and Development commission (BCDC) has become a formal member of the JPC. The JPC coordinates the regional planning efforts of ABAG,

BAAQMD and MTC and pursues implementation of the Bay Area's Smart Growth Vision. In 2005, the JPC adopted a Consolidated Work Program for Implementing and Refining the Bay Area's Smart Growth Vision. In 2007 and 2008 the JPC has been providing feedback and guidance for FOCUS, a voluntary, incentive-based development and conservation strategy for the Bay Area. Also in 2007, the JPC completed a six month study of climate change strategies. The JPC has twenty voting members; including five from each agency's governing board. The Secretary of the State of California's Business, Transportation and Housing Agency is an ex officio member.

- b. The Regional Airport Planning Committee is a joint committee of ABAG, BCDC and MTC that studies and makes recommendations regarding airport development, policies, and proposed legislation. It also monitors, updates, and refines the Regional Airport System Plan, and formulates policy guidelines for an aviation element in MTC's Regional Transportation Plan.

3. Task Forces and Advisory Committees

Task forces and advisory committees, usually of limited duration, are established to provide policy direction in specific subject areas. Members may be elected or non-elected officials of member jurisdictions or citizens with special expertise or from target stakeholder or interest groups. Every attempt is made to obtain ethnic and racial diversity among participants.

In addition, technical advisory committees, with membership of technicians, professionals and/or citizens with special expertise, are assembled as required, by ABAG's management staff. These committees have, in the past, focused on household and employment forecasts, air quality, housing supply and affordability, homelessness, economic development, water quality, solid and hazardous waste management, and earthquake preparedness issues.

D. Policy-making Process

ABAG's policy-making process involves local elected officials on standing committees who study, develop, and recommend regional policies and implementation programs for approval by the Executive Board and General Assembly.

Regional issues are also raised by individual city or county members of the Executive Board. Requests for initiation of study and policy development activities are considered by the Executive Board and, if accepted, referred to appropriate standing committees or a task force or advisory committee of elected officials and public members that may be formed for the duration of a study.

Implementation of regional policies, plans, and programs is effected by local units of government acting individually or jointly. Consistency of local government actions with

regional objectives is assured by actively involving local decision-makers in each step of the regional planning process. The plan and project review function provides the opportunity for ABAG to assist local governments in the coordination of efforts to better serve local needs and to implement regional goals and objectives.

II. MAJOR PROGRAMS

A. Regional Planning/Implementation

Analytic, Data and Information Services - The foundation of effective public policy is good analysis. Critical to good analysis is the maintenance and constant update of ABAG's various data bases: land use, employment and income and demographics, and the tools to evaluate that data. These data bases serve as the basis for forecasts that are used by local planning organizations, the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) for travel forecasts. This data is used in a set of regional models to produce demographic, economic forecasts that define future land use patterns. Because they have implications for a variety of local actions that go hand in hand with transportation planning, they greatly concern local jurisdictions, and variety of groups that represent interests within the region.

Working closely with MTC has always been critical, but recent state legislation (SB 375) requires a greater level of coordinated land use and transportation modeling and planning in the next Regional Transportation Plan. ABAG will be responsible, along with MTC, for a Sustainable Communities Strategy. While our current demographic, economic and land use forecasting efforts will form the basis of this strategy, it will require better coordination with transportation modeling, scenario analysis and significant public outreach, negotiation and discussion.

ABAG will be making substantial improvements to its models during the 2010-2011 fiscal year in anticipation of the next Regional Transportation Plan. ABAG will also be working with MTC to coordinate our computer models to insure appropriate levels of consistency..

Because of the complexity of the changes to the regional planning process envisioned in SB 375, ABAG and its regional partners will begin outreach on this issue in Fiscal 2010-11, as the state develops regional climate change goals, and local jurisdictions work on related climate change issues. We will be taking the opportunity to build on a strong outreach effort that has been made for the Projections 2010 forecast.

SB 375 also requires that the RTP and Sustainable Communities Strategy be coordinated with the Regional Housing Need Allocation Process (RHNA) process. ABAG's Executive Board adopted the final 2006-2014 RHNA numbers in November 2008. Local jurisdictions must have approved housing elements for their general plans by June 2010. ABAG has provided technical assistance and information to local jurisdictions to assist state planning and reporting requirements. These efforts include an annual housing report and conference, and a survey of housing production. In Fiscal 2010-11 ABAG will continue to provide that assistance as SB 375 also changes the requirements for RHNA to

require consistency with the Sustainable Communities Strategy to be developed as part of the next Regional Transportation Plan.

Planning Services - Over the years, ABAG has developed a broad base of staff expertise in smart growth, land-use, housing, economic development, environmental quality and protection, and earthquake preparedness and recovery planning. These capabilities are focused on providing leadership in the Bay Area relative to regional land-use planning and sustainable growth and assisting local governments with complex local and regional planning issues. Products include preparation of conservation and development strategies and plans, position and issue papers, workshops, conferences and seminars on timely regional topics, and review of federal grant applications and development projects...

Implementation of FOCUS, the Bay Area's Regional Blueprint Plan - a multi-agency initiative led by the Association of Bay Area Governments with support from MTC as well as BAAQMD and BCDC is gaining momentum and is being advanced in coordination with the development of Transportation 2035 - the Regional Transportation Plan, Projections 2010, and the Regional Housing Needs Allocation (RHNA). FOCUS encompasses 120 preferred areas for development (Priority Development Areas or PDAs) and 98 conservation (Priority Conservation Areas or PCAs) and directs financial incentives, resources, and support to those areas. Together, the PDAs represent approximately three percent of the region's total land area but have self-identified the capacity to accommodate more than half the region's projected housing growth to 2035.

The FOCUS Initiative emphasizes planning for complete communities, not just for isolated infill projects. Complete communities are more effective at moderating traffic and growth in Vehicle Miles Traveled (VMT) because residents can walk and bike to many everyday needs and connections to transit are enhanced. Successful projects can serve as models to other jurisdictions developing compact communities and help to further regional goals. FOCUS and the linked regional programs related to transportation, housing, and modeling described above provide the 9-county Bay Area with a solid base upon which to implement SB375 in the region.

In July 2007 over 50 local government entities in the region expressed interest in having PDAs in their city or county. In November 2007, the ABAG Executive Board adopted the nominated Priority Development Areas.

Air Quality - For nearly twenty years, ABAG has worked cooperatively with the BAAQMD and MTC in developing regional air quality plans to meet federal Clean Air Act requirements. ABAG has supported plan implementation by assisting cities and counties to incorporate air quality supportive measures into their policies and programs. - ABAG coordinates with MTC and the BAAQMD to monitor and support implementation of the region's Clean Air Plan (CAP) to meet 1988 California Clean Air Act Requirements. The region is required to update the CAP every three years. To help the region attain the state ozone standard, ABAG has taken a leadership role in regional efforts to promote "smart growth" through the FOCUS Initiative, a smart-growth based RHNA methodology and policy-based *Projections*.

Water Quality - Established in 1987, the San Francisco Estuary Project is a federal-state-local partnership working to restore water quality and manage the natural resources of the San Francisco Bay-Delta Estuary while maintaining the region's economic vitality. Mandated under the federal Clean Water Act's National Estuary Program, the Estuary Project oversees and tracks implementation of the *Comprehensive Conservation and Management Plan (CCMP)*, a blue print for action to protect, enhance, and restore the Estuary. The Governor and US Environmental Protection Agency Administrator approved the CCMP in 1993.

The San Francisco Estuary Project and its partners completed many projects and activities in 2008 that support the Project's mandate to protect, enhance, and restore the San Francisco Bay-Delta Estuary through implementation of actions in the Comprehensive Conservation and Management Plan (CCMP). Continuing the important work of the recent past when the Project completed a comprehensive review and update of the 1993 CCMP, we initiated a Strategic Planning review. The strategic planning objective was to refine our efforts and direct attention to the top regional environmental priorities facing the Estuary.

The Project ably supported the highly successful Fifth Biennial CalFed Science Conference held in October 2008, attended by over 1200 managers and scientists. The Project is managing over 30 grants and contracts totaling over \$20 million directed at reducing pollutants, improving stream protections, decreasing watershed erosion, improving subtidal habitats of the Bay, improving stormwater quality, increasing the function and extent of bay wetlands, and improving public understanding of Clean Water Act issues.

In Fiscal Year 2010-11 the San Francisco Estuary Project will:

Continue to focus efforts on projects that help to restore and protect our natural resources while seeking to make our estuarine environments more resilient to the pending changes from climate change. The Project will manage over 20 new on-the-ground projects which together will improve the estuary's wetlands, wildlife habitat, water use efficiency, science for decision-making, and public understanding of the issues and opportunities facing our estuarine environment. View a description of these projects at www.sfestuary.org. In addition to the on-going projects listed above that will continue through the next year, the Project will be:

- Organizing and presenting the ninth biennial State of the Estuary Conference in September with over 800 expected attendees;
- Working with the Urban Pesticide Committee to reduce pesticide use in urban creeks;
- Writing/publishing the 2010 State of the Estuary Report;
- Working with partners, developing the application of the State's Watershed Assessment Framework as a tool for integrating and communicating watershed health indicators for the San Francisco Estuary, as part of the CALFED Bay-Delta program

- Working with BCDC, the California Coastal Conservancy, and NOAA on the San Francisco Bay Subtidal Habitat Goals Project, a collaborative interagency effort to establish a comprehensive and long-term management vision for protection, restoration, and appropriate use of San Francisco Bay Subtidal habitats;
- Implementing LID storm water and flood protection projects in the West Coast Estuaries Initiative grant including wetland restoration in City of Hercules, stream restoration in City of Pinole, monitoring replacement of impermeable pavement in San Mateo County and training students in wetland restoration; and
- Initiating work on 17 local projects across the estuary through \$5 million in grant funds recently awarded by the US EPA.

Earthquake and Hazard Preparedness and Recovery Planning - ABAG's Earthquake and Hazards Program focuses on identifying actions that can be undertaken by local governments, residents, and businesses to mitigate hazards and prepare for disasters. Together, these actions will work toward the regional goal identified in the Local Hazard Mitigation Plan for the Bay Area adopted by both ABAG and MTC - to maintain and enhance a disaster-resistant region by reducing the potential loss of life, property damage, and environmental degradation from natural disasters, while accelerating economic recovery from those disasters. ABAG continues to produce hazard maps, together with understandable documentation predicting functionality of our housing and transportation systems following major earthquakes and other disasters. ABAG also was instrumental in preparing large portions of the report "Putting Down Roots in Earthquake Country" that has been distributed to over one million Bay Area residents.

Also during 2004-5 and 2005-6, ABAG developed a multi hazard Local Hazard Mitigation Plan (LHMP) for the local governments of the Bay Area. This LHMP outlines numerous "best practices" for furthering hazard mitigation. During 2006-07 ABAG continued to search for new opportunities to use existing expertise to further national goals for improved pre-disaster mitigation and homeland security, particularly related to regional transportation systems, particularly airports.

In Fiscal Year 2010-11 Earthquake Preparedness and Recovery Planning will: implement the following projects:

- Infrastructure and Environment in Levee Areas – Identify critical water supply, transportation, and other infrastructure systems located in vulnerable areas protected by inadequately designed levees and work to develop cost-effective and environmentally sensitive disaster mitigation strategies for these systems.
- Housing – (1) Develop ways for ensuring better quality of earthquake retrofitting of single-family homes on unanchored and unbraced "cripple walls and (2) inventory and encourage retrofit of multifamily housing in "soft story" buildings).
- Economy – Advocate the mandatory retrofit of unreinforced masonry buildings in the downtown areas of cities.

- Government Services – Promote (1) adoption of hazard mitigation planning by additional local governments and (2) true recovery planning on the part of all local government departments, not just emergency services.
- Recovery Planning – Continue to prepare the Regional Planning Committee to serve as the Bay Area's Regional Recovery Planning Body to address major issues pertaining to recovery planning across the region in the weeks, months, and years following a major disaster.

Bay Trail Development - The San Francisco Bay Trail Project, staffed by ABAG and funded by ABAG, MTC, and State park bonds assists cities, counties and special districts around the region with planning, design and construction funding to complete a 500-mile trail system along the Bay shoreline. With 288 miles in place, the trail connects 47 shoreline cities to the Bay, to each other, and to more than 130 parks, shoreline interpretive and recreational facilities, wildlife preserves and public open spaces.

ABAG staff planners work to ensure that the trail is incorporated into local general plans; city, county and regional bike plans; and shoreline development projects. Bay Trail staff has helped refine the design for public access within or adjacent to several large-scale improvement projects, including Eastshore State Park (Emeryville, Berkeley, Albany, and Richmond), Oakland's Waterfront Pathway, Hunter's Point Naval Shipyard (San Francisco), Highway 237, and Highway 101. Bay Trail staff also is working to incorporate public access into plans for the conversion of seven military bases around the region, as well as the South Bay Salt Pond Restoration area, North Bay wetlands, and across all major toll bridges.

The Bay Trail Project accomplished several major tasks in 2007: a new three million dollar grant program was launched for Bay Trail planning and construction projects; the Bay Trail maps were updated to reflect new trail segments, waterfront destinations, and recommended hikes/bike rides; the project received an increased grant award of \$170,000 from MTC's bridge toll funds and \$60,000 from ABAG for administration of the project; and closer coordination with the Bay Area Ridge Trail Council, including a joint grant application for completion of the Carquinez Strait Scenic Loop Trail.

In Fiscal Year 2010-11 the San Francisco Bay Trail will:

In partnership with the Coastal Conservancy, solicit, review and award grants to local jurisdictions for planning, design and construction of Bay Trail segments under the new \$3 million grant program provided through Proposition 84.

- Administer planning, design, and construction grant contracts.
- Continue to update and use the Gap Analysis Study data to identify and
- initiate new spending opportunities and new Bay Trail grants.

- Finalize opportunities for new Bay Trail segments through continued participation in the South Bay Salt Pond Restoration Planning Process.
- Develop new research programs to expand on the Wildlife and Public Access Study.
- Continue to work with ABAG's FOCUS Initiative and MTC's Regional Transportation Plan update to highlight trails as components of a sustainable region and a regional transportation system.
- Advocate for bicycle and pedestrian access to and across Bay Area toll bridges, including the west span of the Bay Bridge and the Richmond-San Rafael Bridge as well as safe and seamless connections to the Carquinez, Benicia-Martinez, and East Span Bay bridges.
- Initiate a Regional Sign Installation Plan to identify locations for consistent installation of new signs along completed sections of the Bay Trail.
- Publish the Bay Trail Rider newsletter; establish an updated, functional Bay Trail website; meet regularly with elected officials, agency and local government staff, and media contacts; and plan and host trail dedications and other public events.

B. Local Services

Technical Assistance - Drawing on capabilities developed in ABAG's planning and service programs, technical assistance is made available to local and state governments and the private sector in accord with ABAG's policies on cost reimbursement. Services include: data development and analysis; assistance in developing plans and plan elements; conducting special studies and demonstrations, and report preparation, media consultation and support and GIS.

Capital Finance - In the early 1980's ABAG initiated a cooperative credit pooling arrangement for financing the capital needs of member governments. The program enables local agencies to efficiently finance public capital improvements through tax-exempt debt. Through this program public agencies are able to save by sharing costs associated with issuing the certificates. ABAG Financial Services Programs were later expanded to include a medium-term, variable-rate capital financing program called PEARL (Pooled Exempt Adjustable Rate Leases). In 1993 ABAG launched SABR (Special Assessment Bond Round-up) which allows pooled financing of Special Assessment and Mello-Roos Bond issues. ABAG Financial Services also provides programs for the pooled issuance of Tax Allocation Bonds (Cal-Rap Program) and Water and Wastewater Revenue Bonds. ABAG is also assisting with the financing needs of non-profit agencies and other developers serving its member communities through the ABAG Finance Authority for Nonprofit Corporations (the "Authority"). To date the authority has issued more than \$3.6 billion in tax exempt financing on behalf of hospitals, schools, social service providers and affordable housing projects.

ABAG Power - ABAG Publicly Owned Energy Resources (ABAG POWER) is a separate joint powers agency (JPA) formed under ABAG to acquire energy on behalf of local governments, as well as provide energy management and telecommunication services. ABAG POWER currently offers natural gas aggregation to 38 local governments and special districts in the PG&E service territory. ABAG POWER provides a public sector approach to pooled purchasing, and each public agency is guaranteed a voice in program operations and decisions through its representative to the ABAG POWER Board of Directors and Executive Committee. ABAG POWER is also working on plans to expand energy conservation services to local jurisdictions through implementation of energy efficiency and energy management programs.

The natural gas purchasing pool (Gas Aggregation Program) has now completed its tenth year of operation. ABAG POWER purchases natural gas on agencies' behalf and arranges for it to be delivered to the PG&E system for distribution to members. The goal of ABAG POWER's Natural Gas Program is to provide both cost savings and price stability. This goal is different from that of PG&E which is incentivized only to provide low cost gas on a near-term (monthly) basis.

Natural gas costs are expected to remain high in the near future. There are many factors that can cause significant price volatility, including: abnormal weather patterns, increased demand from gas-powered electric generators, and restrictions in gas transportation capacity and/or imports.

The following items represent the primary benefits provided to members of ABAG POWER:

- Potential energy cost savings.
- Natural gas price stability
- Cooperative approach to energy conservation programs and services

ABAG PLAN (Pooled Liability Assurance Network) Corporation - Since 1985, a time of crisis for local governments due to a lack of affordable insurance, ABAG has provided risk management and insurance services to local governments. The results have been impressive, with the ABAG PLAN Corporation now providing property and liability insurance to 31 cities and towns in the Bay Area. The PLAN has grown to achieve assets in excess of \$40 million and has returned over \$20 million to its members in dividends. In addition, the SHARP pool has been providing affordable Workers Compensation insurance to member cities and districts, especially important in this time of double and triple digit increases in premiums.

ABAG PLAN Portfolio Management - ABAG PLAN assets will top \$42 million this fiscal year and continues to maintain an actuarial confidence level in excess of 90 percent. Since 1990, ABAG PLAN has returned an unprecedented \$20 million in equity to cities for practicing sound risk and claims management.

abagOnline: abagOnline was created in 1994 to help local governments participate in the Internet and to enable an Internet-based system of freely accessible government information to Bay Area citizens, using personal computers and on-line databanks. Today abagOnline, at <http://www.abag.ca.gov>, contains thousands of pages of documents and maps. And, abagOnline provides official direct links to over 200 Bay Area public agencies with a presence on the World Wide Web. Local government listings on abagOnline include cities, counties, regional agencies and special districts, libraries, schools, and State and Federal web sites.

abagOnline provides a public repository of information on a variety of ABAG projects including: Smart Growth, Bay Area Alliance for Sustainable Development, Bay Area Dioxins, the San Francisco Bay Trail, the San Francisco Estuary Project, the Bay Area Green Business Program, the ABAG Data Center projections, and earthquake information. Earthquake shaking hazard maps, which identify areas at risk of building damage, are the most popular attraction at abagOnline.

ABAG provides Internet hosting services for the Web pages of Bay Area public agencies. his program was initiated in 1994 with the creation of abagOnline. The hosting services allow public agencies to create quickly an informative, online presence without the complications and bother of dealing with Internet connection technology. Members may concentrate on Web page content rather than worry about technical details. Currently 28 public agencies are hosted on abagOnline

abagOnline continues to expand our region-wide land use and planning data on a publicly accessible online geographic information system, which may be found at <http://gis.abag.ca.gov>.

C. **Training Center**

The ABAG Training Center has been offering courses to local government staff and the public since 1979. Thousands of students have taken classes in the topic areas of environmental management, computer technology, planning, and management.

In 1999, the ABAG Training Center began the Online Hazmat School, <http://www.hazmatschool.com>, focusing on Occupational Safety and Health Administration (OSHA) and Department of Transportation (DOT) required safety training. The Online Hazmat School now offers 29 courses and trains more than 5,000 students annually.

During the coming year, ABAG Training Center will continue to, expand and update online courses..

D. Conference Services

ABAG conference services offer conference organization, logistics and production assistance to public and private sectors. ABAG has produced conferences, workshops and training programs for as many as 10,000 people and as few as 25. ABAG conference services offer complete packages from concept to delivery including announcements, organizing and development conference materials and registration.

E. Citizen Participation

The goal of ABAG's citizen participation program is to involve Bay Area residents in regional and sub-regional planning, and to ensure two-way communication. ABAG is dedicated to informing citizens of its research, planning programs and services as well as encouraging citizen involvement in the development of those activities. As an integral part of the continuing operation of the Association, citizen participation is solicited at two levels: interaction with ABAG policy boards and committees and education through the public information services of the Communications and Government Affairs Office.

Citizen participation takes place in the following ways and areas:

- Policy Boards and Committees are comprised of locally elected officials
- Standing committees, task forces, and advisory committees include members of community groups, representative so special interests and staff members of governmental and non-governmental agencies. All meetings are noticed, and are open to the public.
- Public discussions/public hearings are held on major issues being considered by ABAG policy committees, such as: growth management, housing, economic development, air and water quality, safety, recreation, regional strategies; projections of population, land use, employment and housing; State legislation and constitutional revision proposals.
- There is an opportunity for public comment at every ABAG public meeting, providing the opportunity for citizens to express their views on any item on or off the agenda.

Communications Program

The Communications and Government Affairs staff provide information to members and citizens about ABAG, its research, services, regional planning activities, and state and federal legislation issues of regional concern; and solicits member and citizen participation in decision-making. Basic objectives are:

- To ensure that citizen involvement in ABAG decision-making is timely and that ABAG activities and policies are communicated to a regional audience;
- To employ modern communication techniques to reach the members and public through print and electronic media, to obtain greater public understanding of regional issues, and encourage inquiries and public contact with the agency;
- To utilize the Internet, through abagOnline, to disseminate ABAG information nationally and internationally as well as locally, regionally and statewide;
- To work with libraries, schools, community organizations, and other government agencies on cooperative educational programs, to expand the numbers of informed and involved citizens;
- To assist the ABAG staff in planning, coordinating, and facilitating of meetings, conferences, seminars and General Assembly, to ensure wide public involvement; and
- To create, promote and produce special events to involve the public directly in ABAG programs.

F. Equal Opportunity

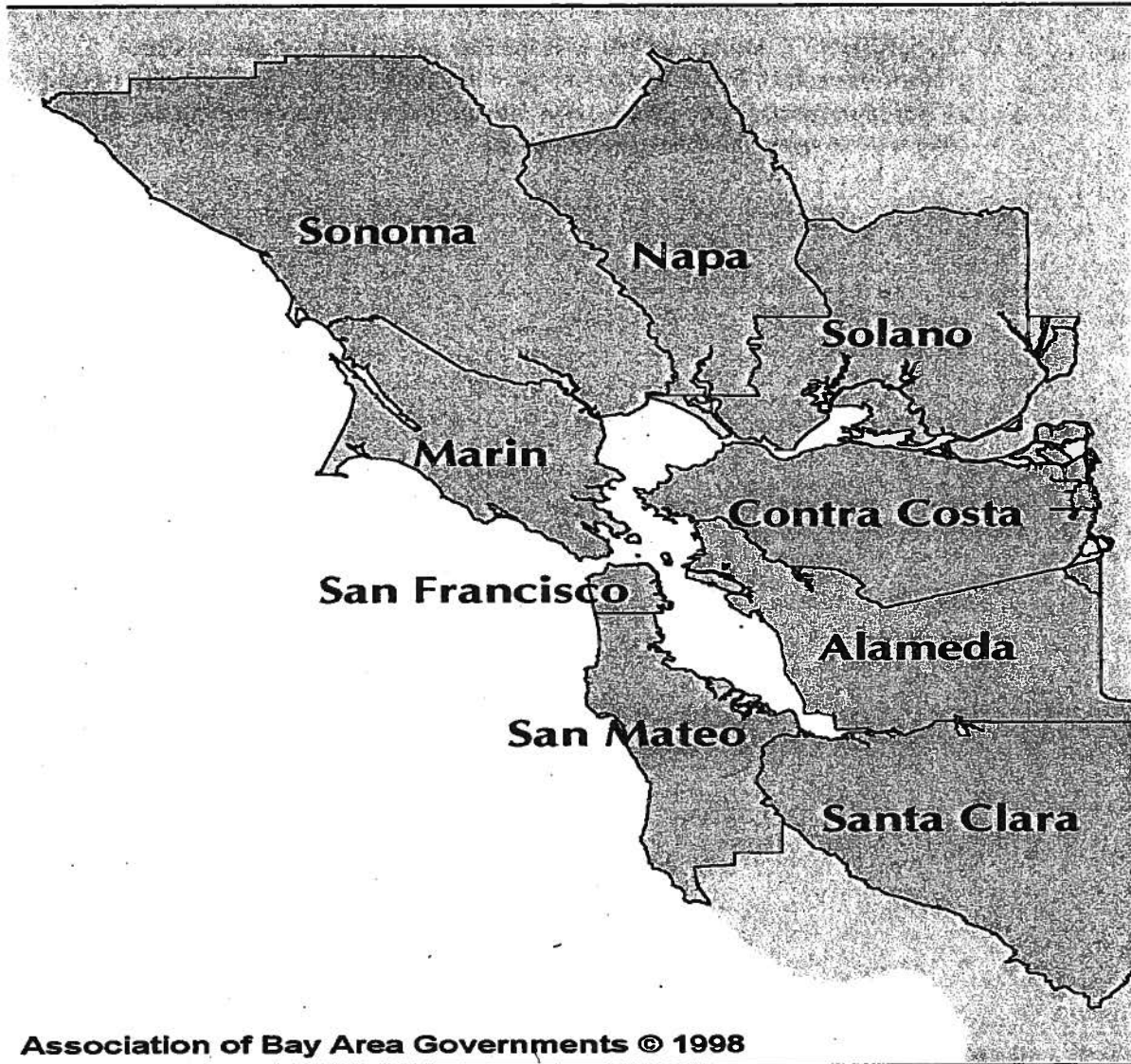
ABAG maintains a fundamental commitment to achieving a more equitable distribution of the region's resources among Bay Area residents. Particular effort is given to improving resource accessibility and service to disadvantaged populations. The Affirmative Action Officer monitors, reports progress, and advises the Executive Director regarding annual objectives. Outreach to ethnic minorities remains part of ABAG's recruitment efforts. Training and advancement of ethnic minorities, women, and the disabled remain high among ABAG priorities. Also, the Agency remains committed to other components of its overall Affirmative Action Program including contracting with minority consultants and banks, and minority involvement in ABAG policy bodies and committees. ABAG is also committed to increasing opportunities for workers with disabilities.

The Regional Plan for the San Francisco Bay Area includes the following Equal Opportunity policies:

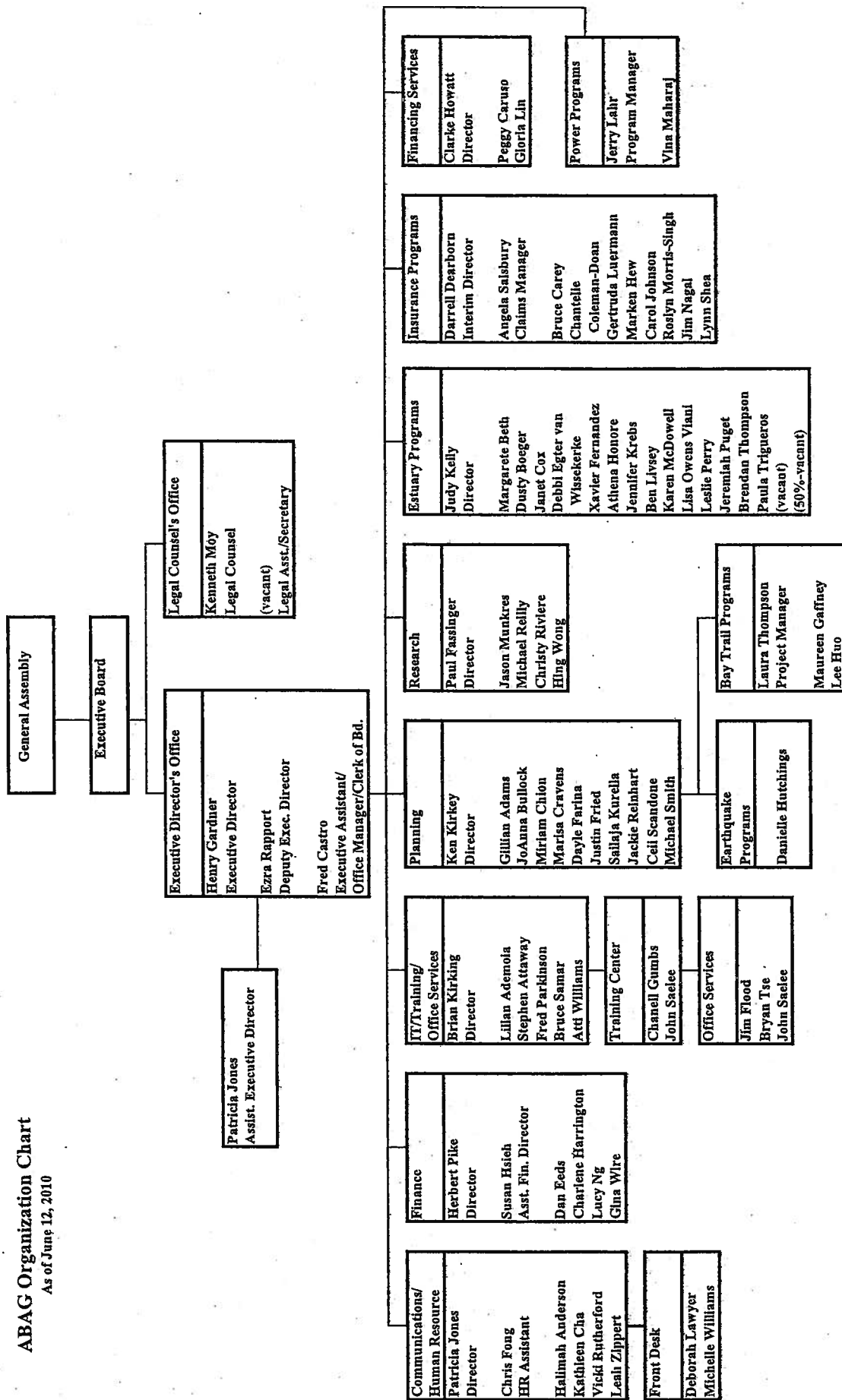
- a. Citizen participation and input in regional decision-making. Alienation must be avoided. Minorities, especially low income minorities, tend to have minimal participation in the political process at all levels. They should be brought into the areas of political decision-making as much as possible.
- b. Gaining and maintaining Economy/efficiency through units of government that deliver effectively such services as sanitation, police and fire protection, recreation, as well as health and welfare services.

- c. Legitimacy. In order for the preceding values to be maximized in a system of regional governance, the system must be perceived as legitimate. This can come about only if the economic and social needs of low income and minority people are made an explicit part of regional objectives, policies, and actions.
- d. Indian Tribes. Continue to meet with the Bay Area Tribal Summit to share information about FOCUS and other planning initiatives that may be of interest to tribal governments. Continue to send announcements about upcoming conferences and workshops to the tribal governments.

ATTACHMENT 1
San Francisco Bay Area Map



ABAG Organization Chart As of June 12, 2010



Prospectus MTC

METROPOLITAN TRANSPORTATION COMMISSION

CHAPTER 1: MTC PROSPECTUS

**FINAL
FY 2011-12**

TABLE OF CONTENTS

| | | |
|----|--|-------|
| A. | Introduction and Purpose | 1.2.3 |
| B. | Bay Area Implementation of Planning Emphasis Areas | 1.2.4 |
| C. | MTC Organization | 1.2.8 |

Attachment

Attachment 1: MTC Staff Organization Chart

MTC PROSPECTUS

I. Introduction and Purpose

The Overall Work Program (OWP) guides the collaborative metropolitan transportation planning process which involves the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and the California Department of Transportation (Caltrans), as well as more than 150 partner organizations in the nine-county San Francisco Bay Area Region (Region). Specifically, the OWP establishes the transportation planning objectives to be achieved and assigns the institutional responsibility and funding to complete the work for the Region. The OWP structure includes:

Section I - PROSPECTUS: In this section, ABAG and MTC outline objectives and institutional arrangements, as well as the schedule to achieve these objectives;

Section II – UNIFIED PLANNING WORK PROGRAM: In this section, ABAG, Caltrans and MTC describe specific activities to be undertaken during the year to accomplish the objectives; and

Section III – BUDGET: This section summarizes the regional planning funds available to ABAG and MTC during FY 2011-12.

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) requires metropolitan planning organizations (MPOs) to work cooperatively with federal and state agencies, local transportation agencies, local governments, public transit operators, tribal governments, and various stakeholders to develop regional transportation plans and transportation improvement programs for urbanized areas of the state. The plans and programs are intended to further the national interest: to encourage and promote the safe and efficient management, operation, and development of surface transportation systems. These systems should serve the mobility of people and freight, and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution.

The Region produces two documents—updated periodically—that comply with federal legislation requirements: the *Regional Transportation Plan* (RTP) and the *Transportation Improvement Program* (TIP). The Commission adopted the Transportation 2035: Change in Motion in April 2009 and the 2011 TIP in October 2010. As stipulated in SAFETEA, these documents provide for the development and integrated management and operation of transportation facilities that function as a regional system as well as the state and national intermodal transportation systems. These plans and their corresponding policies, strategies and investments embody the eight SAFETEA planning factors as follows:

- support the economic vitality of the region, especially its global competitiveness, productivity and efficiency;
- increase the safety of the transportation system;
- increase the security of the transportation system;

- increase accessibility and mobility for people and freight;
- protect and enhance the environment;
- enhance transportation system integration and connectivity;
- promote efficient management and operation, and
- emphasize the preservation of the existing transportation system.

This OWP describes the tasks and products proposed by the region to implement the transportation system and services articulated in SAFETEA-LU and goals embodied in MTC's RTP.

II. Bay Area Implementation of FY2011-12 Planning Emphasis Areas

Overall Approach: The Bay Area's transportation system is complex with many interrelated functions, ownership, areas of responsibility and dynamic relationships with land use and air quality. Addressing these complexities, MTC partners with three other regional agencies – Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG), and Bay Conservation and Development Commission – to cooperatively work on regional planning efforts through the Joint Policy Committee (JPC). Among the JPC's current initiatives are focused growth, climate protection, and development of a Sustainable Communities Strategy (SCS/RTP) as part of the next Regional Transportation Plan pursuant to SB 375; this effort is currently underway, with an expected SCS/RTP adoption in April 2013. MTC also collaborates with the Bay Area Partnership to improve the overall efficiency and operation of the region's transportation network, including developing strategies for financing and transportation improvements. Furthermore, MTC staff works with a citizen-based Policy Advisory Council on key planning and policy issues for purposes of informing Commission discussions and decisions. Public outreach and involvement activities are ongoing as part of these planning efforts.

The FHWA California Division, in consultation with FTA Region IX, has determined that the planning emphasis areas (PEA's) for California's transportation planning and air quality program in Federal FY 2011-12 are:

- Work Program Development;
- Performance management;
- Congestion Management Process; and,
- Livability/Sustainability.

The discussion below highlights the areas in MTC's work program that relate to the PEAs.

Work Program Development

The planning program funds that SAFETEA provides to MTC are used for developing the long-range transportation plan, which integrates our overall transportation planning activities, including airport/seaport, intermodal facilities, transit, bicycle/pedestrian and corridor planning activities.

The work elements included in this OWP have been developed in additional detail as was previously requested by Caltrans and FHWA staffs. The reader will note that the work elements described in this OWP update have been expanded to provide more detail on program descriptions, objectives, planning factors addressed, key products and key implementation milestones.

As mentioned above, MTC and ABAG are jointly preparing an RTP update, which requires integration of land use and transportation plans as required by SB 375. This SCS/RTP effort will culminate into an integrated plan that identifies a preferred land use plan that promotes more focused development and better jobs/housing fit that is supported by a transportation network that fosters smarter growth and economic vitality in the region.

Performance Management

Performance-based planning is systematic and analytic. It expresses policy in terms of quantifiable objectives, sets-up a decision-making framework to evaluate both transportation policies and investments, and through continued evaluation of performance trends, gives decision-making bodies an opportunity to make adjustments in policy and/or investment priority when needed. In this vein, the Commission continues to embrace a performance-based approach to its long-range transportation planning and programming activities to focus on measureable outcomes of potential investments and the degree to which these investments support stated policies.

The use of performance measures is not new to Bay Area planning and programming. SB 1492 (Statutes of 2002) requires the Commission to establish performance measurement criteria on both a project and corridor level to evaluate and prioritize all new investments for consideration in the Regional Transportation Program. MTC has conducted performance assessments for the 2001 Regional Transportation Plan, Transportation 2030 Plan in 2005, the Transportation 2035 Plan in 2009. These assessments will be a central focus for 2013 SCS/RTP to ensure that the transportation network supports the region's land use vision. In summary, the adopted performance targets for the 2013 SCS/RTP include:

- Climate Protection
- Adequate Housing
- Healthy and Safe Communities
- Reduce the number of injuries and fatalities from all collisions
- Increase the average time walking or biking per person per day
- Open Space and Agricultural Preservation
- Equitable Access
- Economic Vitality
- Transportation System Effectiveness
- Maintain the transportation system in a state of good repair

FHWA and FTA anticipate that an emphasis on measuring the outcomes of the planning process via performance measures will be a key feature in the new Federal surface transportation bill. This work program continues to emphasize the use of performance measures and performance monitoring in the development of the Regional Transportation Plan and the Transportation Improvement Program. Additional performance measures may be added to test other performance objectives. MTC is working with staffs from FHWA, FTA and Caltrans local government and stakeholders to define appropriate performance measures for the upcoming long-range plan.

Congestion Management Process

The requirements for development of a Congestion Management Process (CMP) were originally established by the federal Intermodal Surface Transportation Efficiency Act of 1991 (the CMP was referred to as the Congestion Management System (CMS). In 2005 the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued the requirement that the Metropolitan Planning Organization (MPO) complete a CMP. The CMP requirements challenge regions to develop performance based planning processes that are based on collaboration among transportation interests, specifically focused on congestion management.

The National Highway System (NHS) Bill of 1995 placed the implementation of CMS and the other ISTEA management systems at the discretion of the states. However, subsequent amendments to the metropolitan planning rules and management and monitoring system regulations clearly specify that the planning process in transportation management areas (TMAs), metropolitan areas with population greater than 200,000, is still required to include a CMS. This remains true under SAFETEA-LU (Sections 23 CFR 450.320 and 23 CFR 500.105 as amended December 19, 1997 and April 1, 1997 respectively) Thus, the CMS requirement still applies to the Bay Area. In addition, the NHS revisions did not affect the original provisions that Federal funds may not be programmed in a carbon monoxide and/or ozone non-attainment TMA for any highway project that will result in a significant increase in single-occupant-vehicle capacity unless the project is based on an approved CMS. (Section 23 CFR 450.320 (b) and 23 USC 134 (l)) The deadline for compliance under the revised regulations was October 1, 1997.

Though the NHS Bill generated a brief period of uncertainty about the nature of the CMP requirement in the Bay Area, the region's approach and commitment have remained consistent since MTC first developed an approach in cooperation with the Bay Area Partnership in 1994. Our strategy is to begin by recognizing the diverse efforts already in place to address congestion management and mobility in the regional, county-wide, and local transportation planning processes in the Bay Area. Rather than create a new system, we build on this existing foundation and focus on improving MTC's and the region's tool kit to manage the Bay Area's transportation system.

The Bay Area work plan for the CMP is based on a review of federal and state CMP requirements in relation to existing and developing regional, county-wide, and local transportation planning processes. The Regional Transportation Plan, using the congestion management programs and the short range transit plans as major building blocks, is the unifying process and document for transportation planning in the region. The State Implementation Plan, airport and seaport plans, corridor studies, and the major investment

study process supplement the RTP to form the foundation of activities supporting the Bay Area's CMP.

Livability/Sustainability

Specifically, SB 375 calls upon metropolitan planning organizations (MPOs) in 18 regions in California to develop an integrated transportation, land-use and housing plan known as a Sustainable Communities Strategy, with the ultimate goal of reducing greenhouse gas (GHG) emissions for cars and light-duty trucks. In the Bay Area, MTC and ABAG have the principal role of preparing the SCS.

While the primary goal of SB 375 is to reduce GHG emissions (California's 2006 Global Warming Solutions Act (SB 32) calls for a 20% reduction in GHG emissions from all economic sectors; SB 375 established land use and transportation GHG emission reductions), there are several co-benefits of an integrated land use and transportation planning:

- Integrating land uses (jobs, stores, schools, homes, etc.) and encouraging more complete communities can reduce automobile trips and emissions.
- Clustering more homes, jobs and other activities around transit can make it easier to make trips by foot, bicycle or public transit.
- Planning land uses and transportation together can help improve the vitality and quality of life for our communities, while improving public health.

The SCS will reflect the "Three E" goals of sustainability — Economy, Environment and Equity. The vision will be crafted with guidance from local government officials and Bay Area residents to help support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents. MTC and ABAG have established targets or benchmarks for measuring our progress toward achieving these goals as mentioned above, which are consistent with the principles in the Livability/Sustainability PEA.

ABAG and MTC will develop the SCS in partnership with the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission. The four regional agencies will team with local governments, county congestion management agencies, local planning and public works directors, city and county managers, public transit agencies, interested residents, stakeholders and community groups to ensure that all those with a stake in the outcome are actively involved in the Strategy's preparation.

ABAG administers the state-required Regional Housing Need Allocation (RHNA). State law requires that the RHNA follow the development pattern specified in the SCS. ABAG will adopt the next RHNA at the same time that MTC adopts the RTP. Local governments will then have another 18 months to update their housing elements. Related zoning changes must follow within three years.

MTC must adopt the SCS as part of its next RTP, which is due in 2013. Because state and federal law require everything in the plan to be consistent, the RTP's investments must be consistent with the SCS and local land-use plans and must be judged to be realistically achievable in the RTP's 25-year planning horizon.

III. MTC Organization

This section provides a description of the planning area and the MTC organization structure (including its committees, citizen-based advisory council and task forces) and illustrates the transportation planning decision-making process. It also includes a description of the four-agency Joint Policy Committee.

Planning Area

The Bay Region embraces the nine counties that touch San Francisco Bay (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) and includes 101 municipalities. More than 7 million people reside within its 7,000 square miles. The region MTC serves is unique in that there are eight primary public transit systems as well as numerous other local transit operators, which together carry nearly 500 million passengers per year. The region's varied geography has given rise to a diverse range of public transit modes: antique cable cars and historic streetcars; high-speed ferries; diesel commuter rail and electric-powered rapid transit rail; diesel and natural gas buses; and electric trolley buses. The combined annual operating budget of the transit agencies is over \$2 billion, placing this region among the top transit centers in the nation. In addition, there are numerous specialized services for elderly and disabled travelers (referred to as paratransit service), nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports.

Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 et seq.), the MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the regional transportation planning agency — a state designation — and, for federal purposes, as the region's metropolitan planning organization (MPO). The Commission Procedures Manual, which is dated November 25, 1981 and as revised periodically by MTC resolution action, sets forth the agency's bylaws and rules. The Commission Procedures Manual outlines the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and Commission committees (see MTC Resolution No. 1058, Revised).

The Commission's work is guided by a 19-member policy board. Fourteen commissioners are appointed directly by local elected officials (each of the five most populous counties has two representatives, with the board of supervisors selecting one representative, and the mayors of the cities within that county appointing another; the four remaining counties appoint one commissioner to represent both the cities and the board of supervisors). In addition, two members represent regional agencies — the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members have been appointed to represent federal and state transportation agencies and the federal housing department, i.e., the California Business, Transportation and Housing Agency, the U.S. Department of Transportation, and the U.S. Housing and Urban Development Department.

MTC Committees

Six standing committees (comprising seven or more commissioners each) make recommendations to the full Commission. The six committees are Administration, Executive, Legislation, Planning, Operations, and Programming and Allocations. The responsibilities of these six committees are listed below. MTC also has an Audit Committee consisting of four Commissioners. A select committee on Transit Sustainability has been established to oversee the project on this subject.

| MTC Committee | Responsibilities |
|---------------------------------------|---|
| Administration Committee | <ul style="list-style-type: none">• Oversight of Agency Operations• Financial Reports/Audits• Agency Budget• Contracts• Commission Procedures |
| Executive Committee | <ul style="list-style-type: none">• Acts on matters of urgency brought before it by the Chair between Commission meetings• Acts on other matters assigned by Commission Chair |
| Legislation Committee | <ul style="list-style-type: none">• Annual MTC Legislative Program• Positions on proposed Legislation & Regulation• Public Involvement and Limited English Population Plans• Public Information/Media• Policy Advisory Council• |
| Planning Committee | <ul style="list-style-type: none">• Agency Work Program• Regional Transportation Plan• Sustainable Communities Strategy• Corridor Studies |
| Operations Committee | <ul style="list-style-type: none">• Oversight of Transportation System Management & Operational Activities• Customer Service Programs• Agency Contracts Re: System Management & Operations |
| Programming and Allocations Committee | <ul style="list-style-type: none">• Fund Estimate• Fund Allocations• Fund Programming• State Transportation Improvement Program (STIP)• Federal Transportation Improvement Program (TIP) |

SAFE

MTC Commissioners convene as the Service Authority for Freeways and Expressways (SAFE) for purposes of managing the Region's call boxes and Freeway Service Patrol programs, in cooperation with Caltrans and the CHP.

BATA

MTC Commissioners convene as the Bay Area Toll Authority (BATA) for purposes of overseeing improvements and operations of the seven state-owned toll bridges in the Bay Area. The Bay Area Toll Authority (BATA) was created by the California Legislature in 1997 to administer the base \$1 auto toll on the San Francisco Bay Area's seven state-owned toll bridges. On January 1, 1998, MTC began operations as BATA. In August 2005, the

California Legislature expanded BATA's responsibilities to include administration of all toll revenue and joint oversight of the toll bridge construction program with Caltrans and the California Transportation Commission. There is a cooperative agreement between Caltrans and the Bay Area Toll Authority (effective April 25, 2006) relating to toll collection and accounting, toll bridge operations and maintenance, toll bridge capital improvement program, financial management and financing for the seven state-owned toll bridges.

Policy Advisory Council

The Policy Advisory Council was created by the Commission in November 2009 to incorporate and supersede several MTC citizen advisory committees. As with the previous advisory committees, the mission of the Policy Advisory Council is to advise the Commission on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdictions and as assigned by the Commission.

Membership of the Policy Advisory Council is structured around interests related to the economy, the environment and social equity. In the areas of economy and the environment, there are a total of nine members, with four members representing economic interests and four bringing an environmental perspective; the ninth member represents either category. In addition, five of the nine are from each of the five most populous Bay Area counties – Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara.

In the area of social equity, nine members (one from each county) represent communities of color and issues affecting low income communities or environmental justice. Of these, four members represent communities of color and four members represent environmental justice/low-income issues; the ninth member represents either category. In addition, nine members (one from each county) represent issues related to transportation for seniors and persons with disabilities. Four members represent seniors and four members represent people with disabilities; the ninth member represents either category.

The Bay Area Partnership

The Bay Area Partnership Board is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county congestion management agencies, city and county public works departments, ports, Caltrans, U.S. Department of Transportation) as well as environmental protection agencies. The Partnership works by consensus to improve the overall efficiency and operation of the Bay Area's transportation network, including developing strategies for setting funding priorities for transportation improvements. This institutional framework ensures that widely varying local needs are recognized, but also requires that the partner agencies work with each other to coordinate services where their systems intersect or overlap. The Bay Area Partnership is a forum for communication, at many levels: at regular meetings of the committee of the whole and its technical committees. The chairmanship of the full board rotates from agency to agency.

Regional Advisory Working Group

The primary purpose of the Regional Advisory Working Group (RAWG) is to provide input to regional agency staff during the development of the RTP/SCS. This input will be sought throughout the duration of the planning effort, leading to the adoption of the RTP/SCS in early 2013.

The RAWG is made up of representatives of city and county government planning departments, congestion management agency staff, and regional agency staff. Each county has at least one planning director to participate on the RAWG for the duration of the process. However, all planning directors, community development directors and others are welcome to attend and participate in RAWG meetings. In addition, representatives of various stakeholder groups, including affordable housing, businesses, developers, equity and environmental groups, participate in RAWG meetings. All RAWG meetings are open to the public.

Air Quality Conformity Task Force

MTC's Air Quality Conformity Task Force serves as the forum for interagency consultation on the regional conformity analysis of the RTP and TIP, certain project-level conformity (such as the PM_{2.5} hot-spot analyses), development of the State Implementation Plan, and other planning areas such as the regional travel demand model development and monitoring of transportation control measures. The Conformity Task Force is open to all interested agencies, but includes staff of federal agencies (FHWA, FTA, EPA), Caltrans, California Air Resources Board, ABAG, BAAQMD, CMAs, County transportation agencies: all CMAs, and transit operators.

Joint Policy Committee

The Joint Policy Committee (JPC) coordinates the regional planning efforts of MTC, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission. Among the JPC's current initiatives are focused growth, climate protection, and development of a sustainable communities strategy pursuant to SB 375. The JPC has twenty voting members: five from the Executive Board of ABAG, five from the BAAQMD Board of Directors, five BCDC Commissioners, and five MTC Commissioners. A representative of Secretary of the State of California's Business, Transportation and Housing Agency is a non-voting member.

STAFFING ORGANIZATION

October 2010

METROPOLITAN
TRANSPORTATION
COMMISSION



Joseph P. Borl MetroCenter
101 • Eighth Street
Oakland, CA 94607
Telephone: 510.817.5700
TDD: 510.817.5769
Fax: 510.817.5848
Email: jpb@mtc.ca.gov
Web: http://www.mtc.ca.gov

COMMISSION
Scott Haggerty
Chair

EXECUTIVE OFFICE (6)
Steve Heminger
Executive Director
Rosy Loyva
Commission Secretary
Maria Leon
Exec Assistant
Beba Jimenez
Exec Assistant

OFFICE OF
CHIEF FINANCIAL
OFFICER (2)
Brian Mayhew
CFO

Debbie Almira
Suzanne Bode
Michael Bryson
Vince Cabrella
Catherine Carr
Scott Esposito
Maria Helena Fedoris
Abby Heller
Betsy Linn
Susan Lau
Alan Lee
Jennifer Lee
Sun U
Marlene Lin
Jessica Lin
Lila Lobato
Doris Lodie
Gory Lurie
Nancy Lurie
Michael McLorans
Carolyn McKenzie (Leaves)
Bowers Pagliaban
Anne Parr
Prabhat Prasad
Ronaldo Royce
Jackie Sub
Eva Sub
Lourdes Yang
Carol Welmiller
Susan Woo
Russell Yuen

DEPUTY EXECUTIVE DIRECTOR,
POLICY
Ann Flemer

JOINT POLICY COMMITTEE
Ted Dreiblomm

DEPUTY EXECUTIVE DIRECTOR,
OPERATIONS
Andrew Dierker

OFFICE OF GENERAL COUNSEL (4)
Adrienne Wolf
General Counsel
Melanie J. Morgan
Deputy General Counsel
Cynthia Segal
Associate Counsel
Ron Ogawa
Legal Assistant

PLANNING (19)
Doug Vinsky
Director

Harold Brazil
Grace Cho
Sean Co
Benjamin Espinosa
Shirley Israel
Douglas Johnson
Lisa Klein
Valerie Knepper
Ashley Nguyen
David Oy
Janice Richards
Rupinder Singh
Kelsey Smith
Theresa Triendi
David Vailin
Stella Whitherspoon
Jennifer Williams
Michael Zyamb

PROGRAMMING AND
ALLOCATIONS (19)
Alta Bockemuhl
Director

Matthew Adams
Marcella Avenda
Bob Bailey
Carolyn Cleverger
Kenneth Folan
Craig Goldblatt
Theresa Harmon
Shruti Pant
Katherine Hughes
Kenneth Kao
Kristen Mazur
Ross McKeown
Anne Richman
Theresa Romell
Erin Sullivan
Suz Tan
Glen Tapke
Christina Verdini

LEGISLATION AND
PUBLIC AFFAIRS (18)
Randy Ransbacher
Director

Catalina Alvarado
Peter Becker
Karin Bells
Ying Cai
David Cooper
Joe Cunley
John Goodwin
Ellen Griffin
Pam Grove
Brenda Kahn
Georgia Lambert
Leslie Lara
Rebecca Long
Michelle Storie
Julia Tunnell
Ursula Vogler

Vacant - Librarian

ADMINISTRATIVE AND
TECHNOLOGY
SERVICES (25)
Jeri Green
Director

Jason Agabueg
Gavin Alvarado
Luis Barragan
Tom Bryan
Betsy Cocchini
Robert Hoffman
Robin James
Paula Johnson
Pratt Kent
Thomas Lesap
Yong Lee
Ann Macaulay
Joel Merowitz
Ivory Maxwell
Ethan Michaels
Gilbert Mingning
Celeste Ramos
Denesa Rodrigues
Valerie Stark
Michelle Tan
Norma White

Vacant - Novell Sys Admin.
Vacant - Contract Specialist

HIGHWAY AND ARTERIAL
OPERATIONS (15)
Albert Yee
Director

Nancy Charles
Joanna Fox
Michael Kungs
Joy Lee
Sze Lai Leung
Jaime Maldonado
Raymond Oufiani
Nancy Oussali
Suzanne Pow
Nina Rodich
Suzanne So
Danielle Stanislaus
John Urban
Radiat Vitor

BRIDGE OVERSIGHT AND
OPERATIONS (12)
Rod McMillan
Director

Stephen Baker
Yelene Campbell
Jill Gerbrach
Kathy Hsieh
Raymond Jackson
Linda Lee
Peter Lee
Scott Sheppard
Jason Wenden
Stephen Wolf
Bolt Zelinski

TRAVELER COORDINATION
AND INFORMATION (28)
Melanie Crotty
Director

Nicar Ahmed
Jacob Avdon
Janet Banner
Edgar Brown
Shauna Callow
Cheryl Chi
Brian Goldblatt
Patrice Gould
Susan Heinrich
Kathy Jackson
Carol Kuebler
Mike Lee
Jim Matras
Debbie Scarborough
Thomas Spelling
James Stagi
Lynn Valdivia
Emily Van Wagener
David West

Excludes:
156 Regular full-time positions
4 Project-based positions
170 Total Positions
1 Adviser Commission Director
updated 10-08-10

Steve Heminger
Executive Director

Unified Work Program ABAG

INTERAGENCY AGREEMENT

between

METROPOLITAN TRANSPORTATION COMMISSION

and

ASSOCIATION OF BAY AREA GOVERNMENTS

for

PLANNING

FISCAL YEAR 2011-12

TABLE OF CONTENTS

| ARTICLE | PAGE |
|---|------|
| 1.0 GENERAL | 1 |
| 2.0 INTERAGENCY AGREEMENT ADMINISTRATION..... | 2 |
| 3.0 FUNDING..... | 2 |
| 4.0 SCOPE OF WORK | 2 |
| 5.0 BUDGET | 3 |
| 6.0 METHOD OF PAYMENT | 3 |
| 7.0 REPORTS AND PRODUCTS DELIVERABLE..... | 4 |
| 8.0 DELAYS AND FAILURE TO PERFORM | 4 |
| 9.0 AMENDMENTS..... | 4 |
| 10.0 LAWS AND REGULATIONS | 4 |
| 11.0 FEDERAL REQUIREMENTS | 5 |
| 12.0 USE OF CONSULTANTS..... | 5 |
| 13.0 AUDIT AND INSPECTION OF RECORDS..... | 5 |
| 14.0 OWNERSHIP OF WORK PRODUCTS..... | 6 |
| 15.0 INDEMNIFICATION | 6 |
| 17.0 DRUG-FREE WORKPLACE | 7 |
| 18.0 TERMINATION..... | 7 |
| 19.0 SUPERSEDURE..... | 7 |
| APPENDIX A, MTC/ABAG FUNDING FORMULA..... | 8 |
| APPENDIX B, SCOPE OF SERVICES | 9 |
| 1. REGIONAL MODELING AND ANALYSIS..... | 9 |
| 2. PLANNING SERVICES..... | 13 |
| 3 PUBLIC INFORMATION/REGIONAL LIAISON..... | 21 |

| | | |
|----------|--|-----------|
| 4 | INTERGOVERNMENTAL COORDINATION | 22 |
| | APPENDIX C, BUDGET | 23 |
| | APPENDIX D, ABAG/MTC EXCHANGE OF SERVICES | 24 |

**INTERAGENCY AGREEMENT BETWEEN
METROPOLITAN TRANSPORTATION COMMISSION
AND
ASSOCIATION OF BAY AREA GOVERNMENTS**

THIS AGREEMENT is entered into this first day of July, 2011, by and between the METROPOLITAN TRANSPORTATION COMMISSION (hereafter "MTC") and the ASSOCIATION OF BAY AREA GOVERNMENTS (hereafter "ABAG").

RECITALS

WHEREAS, MTC has been designated for the San Francisco Bay Region as the federal Metropolitan Planning Organization ("MPO") and the state Regional Transportation Planning Agency ("RTPA"); and

WHEREAS, ABAG has received designation by the Governor as the Regional Clearinghouse for the San Francisco Bay Region under Executive Order 12372 and it's implementing regulations (48 Fed. Reg. 29284 (1983)) and the State's Intergovernmental Review Process, and has also been designated by the United States Department of Housing and Urban Development and the California State Office of Planning and Research as the "Comprehensive Planning Agency" under the Combined Federal Highway Administration and Federal Transit Administration Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) (hereinafter, "the Planning Regulations"); and

WHEREAS, the Planning Regulations require that a continuing, comprehensive, and cooperative planning process be carried on by MTC as the MPO for the San Francisco Bay Region, which must be coordinated with the Intergovernmental Review Regional Clearinghouse function performed by ABAG; and

WHEREAS, MTC is the eligible recipient of certain Federal Highway Administration ("FHWA") and Federal Transit Administration ("FTA") and state Transportation Development Act ("TDA") planning funds for the San Francisco Bay Region that MTC may "pass through" to ABAG in order to assist comprehensive land use and other planning which are necessary components of the metropolitan transportation planning process required under 23 CFR 450.300 *et seq.*; and

WHEREAS, MTC and ABAG intend by this Agreement to set forth the terms and conditions, funding, and scope of work for continuing the ABAG/MTC joint land use and transportation planning program (hereafter "Joint Program") for the 12-month period from July 1, 2011, to June 30, 2012 and to fulfill the intent of Executive Order 12372, the Planning Regulations, and the Environmental Protection Agency air quality conformity regulations in 40 CFR Part 51;

NOW THEREFORE, the parties agree as follows:

1.0 GENERAL

ABAG assumes the responsibility for certain comprehensive planning and technical activities and products that support the planning functions of both agencies. MTC, in accordance with this

Agreement, the FY 2011-12 Overall Work Program, and the Planning Regulations, will share in the financial cost of carrying on these activities.

2.0 INTERAGENCY AGREEMENT ADMINISTRATION

The administration of this Agreement will be conducted jointly by the Deputy Executive Director of ABAG and the Deputy Executive Director, Policy of MTC, or their designees.

Day-to-day management of individual projects required under this Agreement is assigned to the appropriate Program Manager of ABAG and Section Director of MTC.

3.0 FUNDING

ABAG and MTC mutually agree that, pursuant to the pass-through formula in Appendix A, incorporated herein by reference, MTC shall pay ABAG a total of three million eight hundred eighty six thousand, four hundred eighty-(\$3,886,480) for Fiscal Year 2011-12 subject to any reductions required under this Section 3.0. Payment shall be from the following sources in the following amounts:

| | |
|-----------------------------------|--------------------|
| General Fund | \$771,300 |
| FTA 5303 (Toll Credit) | \$229,183 |
| FHWA PL (Toll Credit) | \$1,044,900 |
| FHWA PL (Requires local match) | \$172,097 |
| Prop 84 | \$800,000 |
| STP PL | \$619,000 |
| Station Area Planning grant (STP) | \$250,000 |
| Total | \$3,886,480 |

ABAG agrees that TDA planning funds will constitute the local matching funds to FHWA and FTA funding. TDA planning funds are based on amounts projected in MTC's adopted Fund Estimate for FY 2011-12, as amended on or before July 1, 2011.

Funding from FTA and FHWA shall be contingent upon approval by these agencies of the FY 2011-12 Overall Work Program and its supplements. Should the U.S. Department of Transportation ("DOT") agencies amend the OWP to reduce the amounts of FHWA PL funds or FTA Section 5303 or 5307 planning funds available to the region, MTC and ABAG shall reduce their shares of DOT funds proportionally and shall amend the OWP tasks as necessary to reflect the reduced level of funding.

4.0 SCOPE OF WORK

In consideration of the funding detailed in Section 3, ABAG will conduct comprehensive planning and associated technical activities set forth in the Scope of Services, attached as Appendix B and incorporated herein by reference. The work shall fulfill the following conditions:

- (a) ABAG shall provide the following to MTC in order to fulfill the requirements of 23 CFR 450.300 *et seq.* in the following respects:
 - (i.) development and maintenance of regional projections, consistent with MTC's travel demand forecasting techniques, of demographics, population (including location of minority concentrations), employment, and land use; and
 - (ii.) analysis of the regional impacts that may be requested by MTC in connection with corridor, Regional Transportation Plan or related planning efforts.
- (b) Intergovernmental Review. ABAG shall fulfill roles pursuant to Executive Order 12372 and the State Intergovernmental Review process, as well as pursuant to Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 as amended, Section 401 of Title IV of the Intergovernmental Cooperation Act of 1968, and Section 176 (c) of the Clean Air Act, in a manner consistent with MTC review responsibilities.
- (c) JPC and RAPC. ABAG shall provide appropriate staffing support for joint ABAG/MTC committees: presently the Joint Policy Committee ("JPC"), and the Regional Airport Planning Committee ("RAPC").

ABAG shall prepare and submit to MTC for approval an annual Scope of Services to achieve the above objectives. Compliance with federal and state financial reporting and auditing requirements shall be ABAG's responsibility.

From time to time, special joint planning studies not embraced by this agreement may be undertaken by ABAG on behalf of or jointly with MTC, in which case additional funding may be provided subject to mutually satisfactory negotiation of a detailed scope of service.

4.1 ABAG/MTC EXCHANGE OF SERVICES

MTC and ABAG agree to exchange the following services: ABAG will provide Internet connection services to MTC and MTC will provide library services and some intranet support services to ABAG. See Appendix D, attached hereto and incorporated herein, for details of services to be provided by each agency.

5.0 BUDGET

The Budget for the Scope of Services in Appendix B is set forth in Appendix C, attached hereto and incorporated by reference. ABAG will conduct comprehensive planning and technical activities in conformance with the budget. The budget shall not be revised without prior written approval of MTC.

6.0 METHOD OF PAYMENT

MTC agrees to pay ABAG for services provided under this Agreement on the following basis:

- (a) After the end of each month, ABAG will submit to MTC an invoice for reimbursement of costs incurred during that month pursuant to this agreement. This invoice will be accompanied by a monthly financial summary report.

- (b) Within thirty days of receipt of each monthly invoice, MTC will remit payment of TDA, FTA and FHWA funds to ABAG, so long as MTC has received those funds. In the event that MTC has not received funds from any source, ABAG's invoiced amount shall be paid in proportion to the funds received by MTC. The invoiced amount not paid to ABAG shall be paid within thirty days of receipt of funds from the delinquent funding source.
- (c) Any withholding of payment by MTC, per Section 8 of this Agreement, may be applied to subsequent requisitions.
- (d) Notwithstanding Section 8 of this agreement, the monthly payment for August 2009 shall not be payable until receipt of ABAG's FY 2011-12 fourth quarter progress report.

7.0 REPORTS AND PRODUCTS DELIVERABLE

- (a) Progress Reports: No later than the fifteenth calendar day of the month following the end of each quarter, ABAG shall submit narrative progress reports and three (3) copies of each deliverable project to MTC. ABAG will prepare these reports for each of the work elements funded by transportation planning funds.
- (b) Products Deliverable: ABAG agrees to develop products as described under the Scope of Work. Three (3) copies of each such product shall be included as part of the quarterly report, if not previously delivered for forwarding to Caltrans/FHWA.

8.0 DELAYS AND FAILURE TO PERFORM

Whenever ABAG encounters any difficulty that will delay timely performance of work, ABAG shall notify MTC in writing. ABAG also agrees to work with the appropriate MTC Section Director to work out a mutually satisfactory course of action.

Where MTC determines failure on ABAG's part in achieving completion of a specified product, and/or failure on ABAG's part to consider MTC recommendations aimed at facilitating progress toward that product, and/or failure on ABAG's part in meeting requirements as listed in Section 10 of this Agreement, MTC must notify ABAG within three weeks of receipt of quarterly progress reports and quarterly financial statements. MTC may impose such sanctions as it or the state or federal governments may determine appropriate, including, but not limited to, withholding of commensurate payment due under this Agreement until compliance is achieved.

9.0 AMENDMENTS

This Agreement may be amended by mutual agreement of ABAG and MTC at any time during the contract year.

10.0 LAWS AND REGULATIONS

ABAG shall comply with any and all laws, statutes, ordinances, rules, regulations or requirements of the federal, state or local government, and of any agency thereof, which relate to or in any manner affect the performance of this Agreement. Title 49 Code of Federal Regulations Part 18; Circular 4220.1E of the FTA; and the latest FTA Master Agreement (Form

FTA MA(13), 10/06) are each incorporated herein by reference as though set forth in full, and shall govern this Agreement except as otherwise provided herein. Those requirements imposed upon MTC as "Recipient" are hereby imposed upon ABAG, and those rights reserved by DOT, FHWA, FTA or Government are hereby reserved by MTC.

11.0 FEDERAL REQUIREMENTS

The federal requirements in Appendix E, attached hereto and incorporated herein by this reference, are applicable to this Agreement.

12.0 USE OF CONSULTANTS

ABAG may subcontract for performance of portions of the work within the Joint Planning Program subject to the written approval by MTC. Subcontracts using FHWA funds are subject to prior approval by FHWA according to its respective regulations, guidelines and manuals. All federally funded subcontracts entered into by ABAG are subject to the procurement requirements set forth in 49 Code of Federal Regulations Section 18.36 and the applicable federal clauses in Appendix E.

ABAG will include applicable provisions in Appendix E in every subagreement, including procurement of materials and leases of equipment. ABAG will take such action with respect to any subagreement or procurement agreement as MTC, the State, or agency of DOT may direct as a means of enforcing such provisions, including sanction for noncompliance.

ABAG will include the following clause in consultant contracts entered into to carry out this Agreement:

The Contractor shall immediately and before proceeding furnish to ABAG a duly executed Certificate of Insurance indicating the Contractor has purchased Workers' Compensation, Commercial General Liability, and Auto Liability in amounts satisfactory to ABAG.

13.0 AUDIT AND INSPECTION OF RECORDS

- (a) Accounting Records. ABAG will provide thorough and complete accounting for all funds expended in the performance of this work, to the extent that such funds are provided by MTC as set forth in Section 3 of this Agreement, to the degree necessary to permit regular examination by MTC, state, federal, and ABAG auditors. All accounting records, data, and supporting documentation will remain available for review and audit for a period of not less than three years after submission by MTC of the final expenditure report for federal contracts providing funds under this Agreement.
- (b) Single Audit. ABAG shall be responsible for meeting audit requirements of the "Single Audit Act of 1984" as implemented by OMB Circular A-133 and any revision or supplement thereto, and 49 CFR Part 18.26. In accordance with PUC Section 99245, ABAG shall be responsible to ensure that its Single Audit includes a certification that TDA funds allocated to it by MTC were expended in conformance with applicable laws

and rules and regulations of the Act. Annually and within 180 days after the end of each fiscal year, ABAG shall submit a copy of its Single Audit to MTC.

- (c) Inspection of Records. ABAG shall permit MTC, DOT, FTA, FHWA or the Comptroller General of the United States and their authorized representatives to have access to ABAG's books, records, accounts, and any and all work products, materials, and other data relevant to this Agreement, for the purpose of making an audit, examination, excerpt and transcription during the term of this Agreement and for the period specified in Section 1.2(a). ABAG shall in no event dispose of, destroy, alter, or mutilate said books, records, accounts, work products, materials and data for that period of time. ABAG further agrees to include in all its subcontracts hereunder over \$100,000 a provision to the effect that the subcontractor agrees that MTC, DOT, FTA, FHWA or the Comptroller General or any of their duly authorized representatives shall have access to and the right to examine any directly pertinent books, documents, papers, and records of such subcontractor for the term specified above.
- (d) Cost Allocation Plan. In accordance with the requirements of OMB Circular A-87, Part X of the Federal Register (Volume 48, No. 18, January 28, 1981), ABAG shall prepare an annual Cost Allocation Plan for PL funds, which shall be retained by ABAG for audit by a designated Federal agency. Annually, within 180 days after the end of each fiscal year, ABAG shall submit a copy of its Cost Allocation Plan to MTC.
- (e) Third Party Agreements. ABAG shall be responsible for auditing third-party contracts and agreements.

14.0 OWNERSHIP OF WORK PRODUCTS

Subject to the provisions of the FTA Master Agreement (Form FTA-MA(13), October 2006) and Section 2 of Appendix E, all reports, drawings, plans, studies, memoranda, computation sheets and other documents assembled or prepared by or for, or furnished to, ABAG under this Agreement shall be the joint property of MTC and ABAG, and shall not be destroyed without the prior written consent of MTC.

15.0 INDEMNIFICATION

ABAG shall indemnify, defend, and hold harmless MTC, its Commissioners, representatives, agents and employees from and against all claims, injury, suits, demands, liability, losses, damages and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of ABAG, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this Agreement. In addition to any other remedy authorized by law, so much of the money due ABAG under this Agreement as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

16.0 LITIGATION: JOINT PRODUCTS

If during the Fiscal Year 2009-10 any litigation is brought against MTC and ABAG regarding the process pursued in the development of products or plans jointly adopted by both agencies, and if

ABAG chooses not to participate in a joint defense and share joint costs, MTC will retain a percentage of TDA-based pass-through funds as required to pay for MTC's litigation defense expenses and for any court mandated awards or fees, as may be levied as a result of such litigation, to mitigate the fiscal impact on MTC's budget. The amount of withheld pass-through funds shall not exceed 50% of the expenses incurred by MTC, or \$100,000, whichever is less, in order to afford ABAG the ability to plan for any impact on its annual budget that such retention may cause.

17.0 DRUG-FREE WORKPLACE

ABAG shall comply with the provisions of Government Code § 8350 *et seq.*, the Drug-Free Workplace Certification requirement and with the U.S. DOT regulations "Drug-Free Workplace Requirements Grants" in 49 CFR Part 29, Subpart F.

18.0 TERMINATION

This Agreement may be terminated on written notice from one party given to the other at least ninety (90) days prior to commencement of the fiscal year in which termination is to take effect.

19.0 SUPERSEDURE

This Agreement supersedes and terminates the prior agreement entered into by MTC and ABAG dated effective July 1, 2011.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date indicated above.

**METROPOLITAN TRANSPORTATION
COMMISSION**

**ASSOCIATION OF BAY AREA
GOVERNMENTS**

Ann Flemer,
Deputy Executive Director, Policy

Ezra Rapport, Executive Director

APPENDIX A
MTC/ABAG FUNDING FORMULA

Commencing with fiscal year 1993-94 and continuing each fiscal year thereafter, MTC shall annually pass through to ABAG, as set forth below, an amount equivalent to fifteen percent (15%) of the new federal general planning funds (U.S. DOT) and ten percent (10%) of the new TDA planning funds anticipated to be received by MTC during the given fiscal year. Funds appropriated in earlier fiscal years shall not be included in the pass-through computation.

Revenues "anticipated" by MTC, for the purpose of calculating ABAG's share, shall mean:

TDA: County Auditors' estimates received by MTC by February 1, preceding the fiscal year in question, or as amended by MTC prior to July 1 of the fiscal year in question.

FHWA: Estimates provided by FHWA, through Caltrans, in February preceding the fiscal year in question.

FTA: Estimates provided by FHWA, through Caltrans, in February preceding the fiscal year in question.

[Comment: The pass through formula will be discussed.]

If additional DOT money for special planning studies should become available, ABAG may propose work programs for such studies and negotiate with MTC for additional funds as provided in Section 3 of this agreement.

Funding from FTA and FHWA shall be contingent upon approval by these agencies of the OWP for the coming year. Should the DOT agencies amend the OWP after the above dates to reduce the amounts of FHWA or FTA funds, MTC and ABAG shall endeavor to reduce their shares of DOT funds proportionally and shall amend the OWP tasks as necessary to reflect the reduced level of funding.

**APPENDIX B
SCOPE OF SERVICES
FISCAL YEAR 2011-12**

The Scope of Services detailed in this appendix describes the work ABAG will carry out during FY 2011-12 pursuant to Section 4.0 of the Agreement, which delineates ABAG's planning responsibilities.

WORK ELEMENT

No. Task Description

1. Regional Modeling and Analysis

Work Element 1.1 (101000): Data and Analysis

A. Project Description

Objectives

- Maintain and expand databases to support transportation planning, infrastructure investment and assessment of land use decisions, and economic development
- Undertake studies focusing on the constraints to economic growth, the locational choice of jobs and housing, and other demographic issues.
- Update and document models to improve their operation and effectiveness for forecasting
- Provide forecasting, customized data, analysis and recommendations to local governments, congestion management agencies and the private sector
- Work with member governments and adjoining regions to improve databases and model assumptions.
- Where appropriate, provide technical assistance to member governments in support of MTC's transportation planning responsibilities, and consistent with the agreed goals of the regional agencies.
- Participate in the Preparation of the Sustainable Communities Strategy per Senate Bill 375, in cooperation with the California Air Resources Board (CARB) and California Department of Housing and Community Development (HCD)

Description

- Data and Analysis provides data, forecasting and analysis for the development of policies related to the Regional Transportation Plan, the Sustainable Communities Strategy, and related programs like the Regional Housing Needs Allocation.
- The requirement to jointly develop the 2013 RTP/SCS with MTC requires additional data acquisition and development.
- The closer coordination of land use and transportation plans requires more extensive analytical work to provide information for local and

- regional policies.
- New transportation under development at MTC will also require changes to the land use modeling at ABAG.
- The Regional Housing Needs Determination and Allocation (RHND and RHNA) prepared by ABAG is also linked to the SCS by SB 375. The SCS must identify areas within the region where both an 8-year and 25-year housing need can be accommodated. The law also requires that the SCS and RHNA be consistent with one another; and that local governments adopt their housing elements 18-months after the adoption of the RTP.

B. Planning Factors Addressed

- | | |
|-----------------------------------|---|
| Planning Factors Addressed | <ol style="list-style-type: none"> 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency 2. Increase the safety of the transportation system for motorized and non-motorized users. 3. Increase the security of the transportation system for motorized and non motorized users 4. Increase the accessibility and mobility of people and for freight 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight 7. Promote efficient system management and operation 8. Emphasis the preservation of the existing transportation system |
|-----------------------------------|---|

C. Previous Accomplishments

- | | |
|------------------------|---|
| Objectives | <ul style="list-style-type: none"> ▪ Same as above |
| Accomplishments | <ul style="list-style-type: none"> ▪ Projections 2009 Forecast ▪ Short-Term Economic Forecast ▪ Annual Housing Survey and Report |
| Work Products | <ul style="list-style-type: none"> ▪ Building Momentum: Projections and Priorities 2009 ▪ Short-term Economic Forecast materials ▪ Annual Housing Survey |

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|-----------------|---|--|-------------------|-----------------|
| 1 | Development of Land Use models, particularly the Steelhead distributional model | <ul style="list-style-type: none">▪ Technical memos and reports▪ Data products | 7/01/11 | 6/30/12 |
| 2 | Prepare scenario analysis for use in the development of the RTP/SCS | <ul style="list-style-type: none">▪ Technical memos and reports▪ Data Products | 7/01/11 | 6/30/12 |
| 3 | Regional Housing Needs Allocation development, discussion and process. Coordinate RHNA in relation to SCS, RTP, regional transportation policies. | <ul style="list-style-type: none">▪ Technical memos and reports | 7/01/11 | 6/30/12 |
| 4 | Regional Target and Performance Measure development and analysis | <ul style="list-style-type: none">▪ Technical memos and reports▪ Data Products | 7/01/11 | 6/30/12 |
| 5 | Staff will continue to bring items to SCS Regional Advisory Working Group, and other ABAG and MTC Committees for review and input | <ul style="list-style-type: none">▪ Staff reports▪ Presentation Materials▪ Technical reports▪ Meeting agendas and notes | 7/01/11 | 6/30/12 |
| 6 | Staff will continue to bring RTP/SCS items to the MTC Commission and ABAG Executive Board for review and approval | <ul style="list-style-type: none">▪ Staff reports▪ Presentation Materials▪ Technical reports▪ Meeting agendas and notes | 7/01/11 | 6/30/12 |
| 7 | Staff will attend and present the RTP/SCS at meetings of transportation agencies, local jurisdictions, and others, as requested | <ul style="list-style-type: none">▪ Staff reports▪ Presentation Materials▪ Technical reports▪ Meeting agendas and notes | 7/01/11 | 6/30/12 |

E. Anticipated Future Activities (FY 2012-13)

**Anticipated
Future Activities**

- Scenario Analysis
- Finalize Regional Housing Needs Allocation Plan
- Further Model Development

2. Planning Services

ABAG Planning Programs

Work Element 1.1 (101001): Planning Services

A. Project Description

Objectives

- Prepare the Sustainable Communities Strategy per Senate Bill 375, in cooperation with the California Air Resources Board (CARB) and California Department of Housing and Community Development (HCD).
- Jointly develop detailed scenarios and a Preferred Scenario for the SCS with MTC.
- Jointly develop land-use supportive policies to implement the SCS with MTC.
- Where appropriate, provide technical assistance to member governments in support of MTC's transportation planning responsibilities, and consistent with the agreed goals of the regional agencies.
- Administer Station Area Planning efforts for approximately 25 Priority Development Areas (PDAs).
- Provide Technical Assistance to PDAs.
- Identify model infrastructure projects in PDAs for Transportation for Livable Communities (TLC) program funding.
- Engage with local communities on key issues pertaining to the PDAs as complete communities (e.g. transit service, capital infrastructure, etc).
- Assess the PDAs relative to infrastructure needs, employment centers, and transit access.
- Analyze and develop policy related to planned capacity for employment growth in relation to housing and transportation.
- Establish a tracking system and coordinate funding efforts pertaining to the Priority Conservation Areas.

Description

- As a result of the passage of Senate Bill 375, MPOs are required to develop a Sustainable Communities Strategy – a new element of the RTP – to strive to reach the greenhouse gas (GHG) reduction targets established for each region by the CARB. More specifically, per Senate Bill (SB) 375, the Sustainable Communities Strategy (SCS) is intended to accomplish two principal objectives:
 - (i) Identify areas within the nine-county Bay Area sufficient to accommodate all of the region's population, including all income groups for the next 25 years; and
 - (ii) Forecast a land-use pattern, which when integrated with the transportation system, reduces greenhouse-gas emissions from automobiles and light trucks.
- In the Bay Area, the 2013 RTP/SCS will be developed jointly by MTC and the Association of Bay Area Governments. The 2013 RTP/SCS will

be an integrated and internally consistent transportation and land-use plan. That is, the transportation policies and investments identified in the plan will align with and support the SCS land-use pattern.

- The Regional Housing Needs Determination and Allocation (RHND and RHNA) prepared by ABAG is also linked to the SCS by SB 375. The SCS must identify areas within the region where both an 8-year and 25-year housing need could be accommodated. The law also requires that the SCS and RHNA be consistent with one another; and that local governments adopt their housing elements 18-months after the adoption of the RTP.

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasis the preservation of the existing transportation system

C. Previous Accomplishments

Objectives

- Implementation of FOCUS Program
- Launch of the SCS development and engagement process

Accomplishments

- Adoption of 125 Priority Development Areas; 100+ Priority Conservation Areas
- SCS Initial Vision Scenario
- Annual Housing Survey and Report

Work Products

- Priority Development Area Assessment
- Station Area Plans – multiple jurisdictions
- SCS Initial Vision Scenario Report

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|---|---|------------|----------|
| 1 | Staff will continue to develop, manage, and monitor progress on the overall work plan and schedule for developing the RTP/SCS | <ul style="list-style-type: none">Technical memos and reports | 7/01/11 | 6/30/12 |
| 2 | Prepare scenario analysis and policy for use in the development of the RTP/SCS | <ul style="list-style-type: none">Technical memos and reportsDraft policies | 7/01/11 | 6/30/12 |
| 3 | Regional Housing Needs Allocation development, discussion and process. Coordinate RHNA in relation to SCS, RTP, regional transportation policies. | <ul style="list-style-type: none">Technical memos and reports | 7/01/11 | 6/30/12 |
| 4 | FOCUS Implementation | <ul style="list-style-type: none">Administer planning grantsIdentify technical assistance projectsDevelop potential funding mechanisms related to SCS/RTP | 7/01/11 | 6/30/12 |
| 5 | Staff will continue to bring items to SCS Regional Advisory Working Group, and other ABAG and MTC Committees for review and input | <ul style="list-style-type: none">Staff reportsPresentation MaterialsTechnical reportsMeeting agendas and notes | 7/01/11 | 6/30/12 |

E. Anticipated Future Activities (FY 2012-13)

- Anticipated Future Activities**
- SCS Scenario Analysis and Adoption
 - Finalize Regional Housing Needs Allocation Plan
 - Further FOCUS Implementation

FOCUS

The Bay Area has taken a major step forward towards a comprehensive regional growth strategy embodied in the FOCUS Program. With the adoption of over 120 Priority Development Areas (PDAs) and nearly 100 Priority Conservation Areas (PCAs) in more than 60 Bay Area jurisdictions, the region has for the first time—where prior regional efforts have failed—

developed a regional development and conservation strategy based upon a link between local plans and regional agency objectives relative to where new growth should be directed. A near majority of the region's local jurisdictions have embraced this regional approach for three main reasons: (1) FOCUS is a voluntary program that allows bottom up planning; (2) the concepts of transit-oriented development (TOD) and infill have gained more widespread acceptance among local governments throughout the region with the last 5 years in particular; and (3) the potential for significant financial and technical assistance in the next 3-4 years has encouraged an unprecedented number of local jurisdictions to participate.

In 2009 ABAG's Planning Program coordinated a third call for Priority Development Area applications from local jurisdictions. There are now more than 120 Priority Development Areas in 60 jurisdictions, and nearly 100 Priority Conservation Areas. Priority Development Areas are transit-served, infill areas where there is an adopted neighborhood-level plan that will accommodate housing in a mixed-use context or a vision to create such a plan at the local level. *Projections 2009* forecasts that more than two-thirds of the region's growth through 2035 will be accommodated in the PDAs, despite the fact that Priority Development Areas encompass only 3% of the region's land area. The FOCUS program emphasizes planning and infrastructure support for the development of complete communities, not just for isolated infill projects. The objective is the achievement of areas that are well planned with good housing choices, transit options, and amenities and services to address the day-to-day needs of both current and future residents.

Through FOCUS, a regional planning program with staff assigned to, and dedicated to supporting subregions has been established providing increased connectivity between ABAG and MTC and local jurisdictions, transit agencies, and congestion management agencies related to focused growth.

The Sustainable Communities Strategy (SCS) will build upon the momentum to date and emerging synergies among regional agencies to advance a collaborative regional planning framework; an assessment of, and policy recommendations to advance the PDAs; and, an analysis of the region's existing and planned employment locations relative to the PDAs, transit service and related policy recommendations that emphasize the importance of economic development as a key component of a sustainable Bay Area. Policy development will include an analysis of the infrastructure needs of the PDAs for inclusion in the Regional Transportation Plan (RTP).

In FY 2011-12 a key component of SB375/SCS development will be a commitment to maintain and implement the FOCUS program. Key implementation efforts include administration of 25 station area planning grants, coordination of capital infrastructure funding, staff support for planning and development activities on the part of local agencies, transit agencies, and congestion management agencies, and local and county-level technical assistance.

In FY 2011-12 implementation of the Priority Development Areas will be advanced by assessing the planned Priority Development Areas (areas that have a neighborhood-level plan) as a basis for SCS policy development, and advancing more potential PDAs (areas that do not have a

neighborhood-level plan) to planned status. ABAG's Planning Program will identify integrated planning and policy measures that are necessary for the PDAs to accommodate most of the Bay Area's future growth in a manner that provides for a high quality of life, a sound economic future and incorporates state and regional Climate Change goals for and even better Bay Area.

Priority Conservation Areas (PCAs) are areas of regional significance that have broad community support and an urgent need for protection. A total of 98 PCAs were adopted by the ABAG Executive Board in 2008. Despite severe fiscal and economic challenges, several PCAs have been protected since that time. During this fiscal year ABAG will continue to work with the State Coastal Conservancy and other land conservation entities including private foundations to secure new funding and direct existing funding to preserve the region's Priority Conservation Areas.

Specifically, ABAG will advance the FOCUS Program as follows:

- Administer Station Area Planning efforts 25 PDAs
- Provide Technical Assistance to Priority Development Areas
- Identify model infrastructure projects in PDAs for Transportation for Livable Communities (TLC) program funding
- Engage with local communities on key issues pertaining to the PDAs as complete communities (e.g. transit service, schools, urban parks, services, equity issues, public health)
- Assess the PDAs relative to infrastructure needs, employment centers, transit access
- Identify potential VMT reduction strategies for the PDAs and related transportation corridors
- Establish a tracking system and coordinate funding efforts pertaining to the PCAs

The work outlined related to the FOCUS Program and SB375/SCS development is contingent upon additional administrative funding from MTC, in addition to the funds included in the Inter-Agency agreement.

Regional Planning Committee

The Regional Planning Committee (RPC) is one of the agency's standing committees and encompasses representation from local governments, as well as public agency and non-profit organizations. Organizations represented on the RPC include those with an emphasis on affordable housing, education, environmental protection, the home building industry, and smart growth. The RPC hears issues of regional concern, covering a range of planning issues, and makes policy recommendations to the ABAG Executive Board on these issues. The RPC has an important role to play given ABAG's expanding role in coordinating planning initiatives in the Bay Area.

The RPC continues to advance a significant effort pertaining to Regional Recovery Planning. Recovery Planning related to the period from six months to several years after a major disaster.

The RPC has been developing expertise from a policy perspective regarding important issues that will need to be addressed following a major event in preparation for the RPC's role as the Regional Recovery Planning body for the Bay Area. Given the prediction that the Hayward Fault will experience a major seismic event in the relative near term, the RPC's work on recovery planning is critically important and will be further advanced through an expanded partnership with local governments, utility districts, economic development interests, and federal and state agencies in this fiscal year. The RPC will continue to play a key role in considering key policy issues relative to the development of the Bay Area's Sustainable Communities Strategy.

In Fiscal Year 2011-2012, the RPC will address and make policy recommendations to the Executive Board pertaining to important regional planning issues including the adoption of new Priority Development Areas, development of SB375 policy, and relative to advancing a Regional Recovery Plan for the Bay Area.

Clearinghouse

ABAG provides information to public and private agencies and the public related to public capital improvement projects and their potential environmental impacts. In 2006, ABAG streamlined the operation of the clearinghouse providing improved access to and distribution of public review documents. In Fiscal Year 2011-2012 ABAG will continue its clearinghouse functions including tracking of public projects to allow review and discussion of regionally significant projects.

Earthquake and Hazard Preparedness and Recovery

At the present time, most transportation disaster planning has focused on restoration of surface roadways and transit. None of the existing emergency transportation plans takes a comprehensive look at the Bay Area's airport system, and the role air will serve in recovery efforts.

The project will focus on the following four tasks:

1. Update and expand the 2000 evaluation of vulnerability of Bay Area airports, *Don't Wing It - Airports and Bay Area Earthquakes*.
2. Perform a performance audit of airport access roads, mass transit, and lifeline infrastructure (communications, power, water, fuel storage and distribution) needed by the airports for operations.
3. Identify the role of airports during regional disaster response, short-term disaster recovery, and long-term economic recovery.
4. Conduct collaborative regional pre-planning for natural disaster disruption.

With this research focus, the Bay Area can conduct more comprehensive and realistic planning for disaster response and recovery, and thus be better prepared for a variety of future disaster scenarios. The resulting reports and papers will thus result in an improved ability of these airports, and related infrastructure systems, to recover more quickly from future disasters.

Regional Airport Planning Commission

The Regional Airport Planning Commission (RAPC) is a joint committee of ABAG, the Metropolitan Transportation Commission, and the Bay Conservation and Development Commission. It oversees preparation of the Regional Airport Systems Analysis, which then becomes part of the Regional Transportation Plan. RAPC also provides a forum for discussion of land use, non-air transportation, and environmental issues related to airports. In Fiscal Year 2011-2012 ABAG will staff and provide leadership to advance RAPC's work program including the Regional Airport Plan.

Intergovernmental Coordination

In Fiscal Year 2011-2012, coordination between the ABAG Planning Program and our regional agency partners, as well as local governments, will continue to be vigorous and extensive. As incentive packages for priority areas related to development and conservation are implemented the role of ABAG's Planning Program as a lead coordinating entity in the Bay Area will continue to expand. As work continues on the development of the SB375 Sustainable Communities Strategy, inter-agency collaboration will be necessary on levels beyond the significant advances of recent years. In addition, ABAG's Planning Program provides staff support for a broad range of regional planning-related organizations including the Bay Area Planning Directors' Association.

Other planning tasks:

- Maintain Areawide Clearinghouse Notification and Review function according to Intergovernmental Review Guidelines established by the State (under Executive Order 12372) and pursuant to Federal laws requiring review of grant applications by areawide planning organizations.
- Participate in the development and implementation of air quality planning documents.
- Review Environmental Impact Reports ("EIRs") for projects that may impact airports and support the activities of the RAPC.
- Continue support of ABAG Regional Planning Committee as a forum for discussion of regionally significant issues including housing, environmental, water and legislative issues. Programming may include workshops, presentations and studies that form the basis for land use and transportation linkages.
- Continue to advance the implementation of the San Francisco Bay Trail.

| <u>Major Products/Deliverables</u> | <u>Deadline</u> |
|---|-----------------|
| Implementation of FOCUS Initiative Provide technical assistance support for Priority Development Areas. Provide for coordination of strategic investments relative to capital infrastructure funding as it becomes available. | Ongoing |
| Implementation of FOCUS Program Provide support for the protection of Priority Conservation Areas related to coordination with the State Coastal Conservancy's Bay Area Program and other funding entities. | Ongoing |
| Publish Intergovernmental Review Newsletter and clear projects which have complied with intergovernmental review procedures | Ongoing |
| Provide support for MTC Bay Area TOD Policy implementation, including: Provide oversight and assistance for development of station area plans pursuant to TOD Policy. (additional supplemental funding to be provided under MTC contractual services budget) | Ongoing |
| Work with MTC and BCDC to support RAPC. | Ongoing |
| Work with MTC to develop various goods movement policies that can be discussed with the Joint Policy Committee, including identification of land use locations that are important to Bay Area goods movement activities. | On-going / TBD |

3 Public Information/Regional Liaison

- Provide staff support for ABAG General Assembly, policy committees and advisory groups
- Offer public workshops related to regional comprehensive planning issues and services of benefit to local governments
- Provide MTC with data files of updated rosters for local elected officials
- Provide MTC with contact lists (electronic format) as required for outreach efforts of mutual interest to MTC and ABAG.
- Continue to expand the Speaker's Bureau concept to elected official Ambassadors who provide information about ABAG's Planning and Service Programs, the Focus Initiative, implementation of SB 375, regional climate action initiatives and other special initiatives.
- In cooperation with MTC finalize the public outreach plan in connection with SB 375 implementation and schedule public outreach meetings and respond to requests from civic and community organizations for information.

| <u>Major Products/Deliverables</u> | <u>Schedule</u> |
|--|-----------------|
| Produce announcements, brochure, packet materials, and graphics for: General Assembly/ Executive Board/ Administrative Committee. - Assist in material preparation for joint regional agency efforts (e.g., Joint Policy Committee). | As Required |
| Updated mailing lists of members, interest groups, news media outlets and others. | Continuous |
| Preparation of outreach materials, fact sheets, etc. | As Required |

4 Intergovernmental Coordination

- Supervise preparation of ABAG Overall Work Program for 2011-12, in cooperation with MTC and Caltrans.
- Negotiate Interagency Agreement and Scope of Services with MTC
- Provide executive and resource staff support to the Joint Policy Committee for regional planning coordination, including guidance and staff support for the Regional Planning Program Director reporting to the MTC and ABAG executive directors.
- Work with MTC to develop a joint calendaring system for use by staff of both agencies in scheduling meetings and events.
- Provide executive and management staff support to RAPC, and special task forces and advisory committees as required.
- Maintain liaison with governmental officials at all levels and key private sector officials.
- Develop and maintain links with local governments related to land use activities including Bay Area Planning Directors Association, countywide planning directors associations, congestion management agencies, and professional planning organizations. Provide input and mutual support, including the SCS. Work with local governments on public engagement strategies to implement various planning initiatives.

APPENDIX C
ABAG BUDGET SUMMARY
MTC/ABAG JOINT PROGRAM, FY 2011-12
FHWA, FTA, AND TDA PLANNING FUNDS

| WORK ELEMENT | FTA Toll Credit for a match | FHWA Toll Credit for a match | FHWA FY'11 (requires L.M.) | TDA | STP | Prop 84 – SGC | TOTAL |
|---|---|---------------------------------------|-------------------------------------|---------|---------|------------------|-----------|
| 1. Data Analysis | 118,029 | 538,124 | | 123,091 | 442,949 | | 1,222,193 |
| 2. Planning Services | 111,154 | 506,777 | 172,087 | 298,210 | 176,051 | 800,000 | 2,064,279 |
| 3. Public Information/Regional Liaison | | | | 0 | | | 0 |
| 4. Intergovernmental Coordination | | | | 0 | | | 0 |
| 5. Repayment of \$350,000 advance for FY '11 Planning Services | | | | 350,000 | | | 350,000 |
| Totals | 229,183 | 1,044,901 | 172,087 | 771,301 | 619,000 | 800,000 | 3,636,472 |

Projected addition of Station Area Planning Grant to Planning Services

250,000

Projected Total

3,886,480

APPENDIX D
ABAG/MTC EXCHANGE OF SERVICES

ABAG will provide the following services to MTC:

- a. ABAG will provide and maintain basic Internet connections to MTC for email, Web and File Transfer Protocol ("FTP").
- b. ABAG will share with MTC capacity on ABAG's fractional T3 line.
- c. ABAG will assist with domain name resolution and registration.
- d. ABAG will provide a firewall for MTC that is an extension of ABAG's firewall.
- e. ABAG will support installation of Virtual Private Network ("VPN") remote over-the-net access by MTC staff.
- f. Should additional extensions of service or improvements be needed, ABAG will consult with MTC. (Pursuant to separate agreements, ABAG and MTC will continue to share the purchase costs of upgrading and maintaining the PIX firewall, CISCO edge router, VPN concentrator and the Intrusion Detection System. MTC is not responsible for any additional maintenance costs for current equipment.)
- g. ABAG will house MTC servers as mutually agreed, including those of the Regional Transit Information System/511 Transit project. For those servers, ABAG will monitor the servers, report any outages immediately to MTC staff, and, when possible, restore, or assist MTC in restoring, service. A separate agreement may be implemented to share additional infrastructure and air conditioning costs attributable to MTC projects, subject to further discussion.
- h. ABAG will maintain filter configuration on access router.
- i. ABAG will support SMTP (outgoing email) relay for mtc.ca.gov.
- j. ABAG staff will provide advice and assistance regarding basic Internet infrastructure services. This includes daily administration of network infrastructure, connectivity (including secondary, back-up connectivity), firewall, Domain Name Server ("DNS"), routing, email and intrusion detection for ABAG and MTC. ABAG will provide MTC staff with a response to such service requests within one hour, during normal business hours.
- k. ABAG will provide hosting and housing services in a secure, air-conditioned room.

APPENDIX E
FEDERALLY REQUIRED PROVISIONS

1. Identification of Documents

All reports and other documents completed as part of this Agreement shall carry the following notation on the front cover or title page:

"The preparation of this report has been financed through a grant from the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration) under the Intermodal Surface Transportation Efficiency Act of 1991.

"The content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation."

2. Royalty-Free License

FTA and FHWA reserve a royalty-free, non-exclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, for federal government purposes, any work developed under this Agreement, irrespective of whether a copyright has been obtained.

3. Equal Employment Opportunity.

In accordance with Title VI of the Civil Rights Act, as amended (42 U.S.C. § 2000d); Section 303 of the Age Discrimination Act of 1975, as amended (42 U.S.C. § 6102); Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132); and 49 U.S.C. § 5332 for FTA-funded projects, ABAG agrees that it will not, on the grounds of race, religious creed, color, national origin, age, physical disability, or sex discriminate or permit discrimination against any employee or applicant for employment.

4. Disadvantaged Business Enterprise (DBE) Policy.

- (a) Policy. It is the policy of MTC and the U.S. DOT to ensure nondiscrimination in the award and administration of DOT-assisted contracts and to create a level playing field on which disadvantaged business enterprises, as defined in 49 Code of Federal Regulations Part 26, can compete fairly for contracts and subcontracts relating to DOT-funded procurement and professional services activities. In connection with the performance of this Agreement, ABAG will comply with 49 CFR Part 26 in meeting these commitments and objectives.

- (b) DBE Obligation. ABAG shall not discriminate on the basis of race, color, national origin or sex in the performance of this contract. ABAG shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by ABAG to carry out these requirements is a material breach of contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.
 - (c) Subcontractors. ABAG agrees to include the following clause in all subcontracts under this Agreement:

The Contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. The requirements of 49 CFR Part 26 and ABAG's U.S. DOT-approved Disadvantaged Business Enterprise (DBE) program are incorporated in this Agreement by reference. Failure by the Contractor to carry out these requirements is a material breach of the Agreement, which may result in the termination of this Agreement, or such other remedy as ABAG, or the U.S. DOT deems appropriate.
 - (d) Pursuant to Title 49 C.F.R. Section 26.29, the Department of Transportation's Disadvantaged Business Enterprise regulation, ABAG shall pay all subcontractors for satisfactory performance of their work for which ABAG has been paid by MTC and for which the subcontractor has submitted an invoice no later than 30 days from receipt of an invoice therefore or as soon thereafter as is reasonably feasible. Any retainage withheld from such payments shall be provided to the subcontractor within ten (10) days of satisfactory completion of the subcontractor's work, or as soon thereafter as is reasonably feasible.
5. Title VI of the Civil Rights Act of 1964.
ABAG agrees to comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000(d)) and the regulations of the Department of Transportation issued thereunder (49 CFR Part 21).
6. Access Requirements
ABAG agrees to comply with all applicable requirements of the Americans with Disabilities Act of 1990 (ADA), 42 U.S.C. § 12101 *et seq.*; Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794; Section 16 of the Federal Transit Act, as amended, 49 U.S.C. § 5310(f); and their implementing regulations.

7. State Energy Conservation Plan
ABAG shall comply with all mandatory standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. § 6321).
8. Debarment
ABAG certifies that it has not been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions, as they are defined in 49 CFR Part 29, by any Federal agency or department. ABAG agrees to obtain a certification to this effect from its contractors and subcontractors with contracts in excess of \$25,000.
9. Clean Air and Water Pollution Acts
ABAG agrees to comply with the applicable requirements of all standards, orders, or requirements issued under the Clean Air Act (42 U.S.C. § 7501 *et seq.*), the Clean Water Act (33 U.S.C. § 1251 *et seq.*), Executive Order 11738, and Environmental Protection Agency regulations (40 CFR Part 15).
10. Prohibition against Lobbying
ABAG certifies that no Federal funds have been paid or will be paid, by or on behalf of ABAG, to any person for influencing or attempting to influence an officer or employee of any Federal Agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement. This certification must be passed along to contractors and subcontractors with contracts in excess of \$100,000.

United Work Program Caltrans

CHAPTER 2.2: UNIFIED WORK PROGRAM

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

FY 2011-12

TABLE OF CONTENTS

TRANSPORTATION PLANNING

| | |
|---|---------------|
| <i>Work Element 6.1 – California Interregional Blueprint & California Transportation Plan (CTP)</i> | <i>2.2.4</i> |
| <i>Work Element 6.2 – California Transportation Investment System (CTIS)</i> | <i>2.2.5</i> |
| <i>Work Element 6.3 – Planning/Programming Liaison</i> | <i>2.2.7</i> |
| <i>Work Element 6.4 – System Planning</i> | <i>2.2.8</i> |
| <i>Work Element 6.5 – Partnership Participation/Planning Grants</i> | <i>2.2.10</i> |
| <i>Work Element 6.6 – Overall Work Program Management (OWP)</i> | <i>2.2.12</i> |
| <i>Work Element 6.7 – Local Development/Intergovernmental Review (LD/IGR)</i> | <i>2.2.14</i> |
| <i>Work Element 6.8 – Caltrans Project Planning</i> | <i>2.2.16</i> |
| <i>Work Element 6.9 – Native American Liaison</i> | <i>2.2.17</i> |
| <i>Work Element 6.10 – Federal Transportation Planning Studies Grant Programs</i> | <i>2.2.18</i> |
| <i>Work Element 6.11 – Environmental Justice Planning Grants</i> | <i>2.2.20</i> |
| <i>Work Element 6.12 – Community Planning and Public Participation</i> | <i>2.2.22</i> |
| <i>Work Element 6.13 – Pedestrian Coordination</i> | <i>2.2.25</i> |
| <i>Work Element 6.14 – Bicycle Coordination</i> | <i>2.2.26</i> |
| <i>Work Element 6.15 – Transit Coordination</i> | <i>2.2.27</i> |
| <i>Work Element 6.16 – Goods Movement Planning/Partnerships</i> | <i>2.2.29</i> |
| <i>Work Element 6.17 – Transportation Conformity and Air Quality Planning</i> | <i>2.2.30</i> |
| <i>Work Element 6.18 – Climate Change Adaptation Planning</i> | <i>2.2.32</i> |

TRANSIT FUNDING AND PROGRAMS

| | |
|--|---------------|
| <i>Work Element 7.1 – State Funding for Transit and Intermodal Improvements</i> | <i>2.2.34</i> |
| <i>Work Element 7.2 – Federal Assistance for Public Transportation Projects in Non-Urbanized Areas</i> | <i>2.2.35</i> |
| <i>Work Element 7.3 – Park-and-Ride Program</i> | <i>2.2.36</i> |

HIGHWAY MANAGEMENT

| | |
|---|---------------|
| <i>Work Element 8.1 - Traffic Operations System</i> | <i>2.2.37</i> |
| <i>Work Element 8.2 - Freeway Service Patrol</i> | <i>2.2.39</i> |
| <i>Work Element 8.3 - SMART Corridor Projects</i> | <i>2.2.41</i> |

DATA ANALYSIS

| | |
|--|---------------|
| <i>Work Element 9.1 - Regional Modeling Coordination Study</i> | <i>2.2.42</i> |
| <i>Work Element 9.2 - Data Management</i> | <i>2.2.44</i> |
| <i>Work Element 9.3 - Transportation Monitoring</i> | <i>2.2.46</i> |

TRANSPORTATION PLANNING, MODAL TRANSPORTATION, HIGHWAY MANAGEMENT, AND DATA ANALYSIS

Objective

Caltrans Work Elements advance the goals and objectives of the California Department of Transportation as detailed in the California Transportation Plan (CTP), Regional Transportation Plan (RTP) as well as the California Transportation Commission (CTC) guidelines. Caltrans Work Elements also supports the Department's role in managing the Federal Department of Transportation multi-modal programs as delegated by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Work Element 6.1 - California Interregional Blueprint & California Transportation Plan (CTP)

Objectives

- To assist Caltrans headquarters Division of Transportation Planning (Sacramento), in meeting the goals and intent of Senate Bill (SB) 391 (Liu):
 - Identify the statewide integrated multimodal transportation system;
 - Prepare an Interim Report by December 31, 2012 relating the effects of SB 375 Sustainable Communities Strategies on the statewide system;
 - Develop a California Transportation Plan by December 31, 2015 that identifies the integrated multimodal system needed to achieve maximum feasible greenhouse gas emission reductions.
- To disseminate the latest information on any update of the state plan to the Department's internal functional units and with external partners, including tribal governments.

Description

The California Department of Transportation (Caltrans) is enhancing the State's transportation planning process to respond to future challenges. Similar to requirements for regional plans under SB 375 (Steinberg 2008), SB 391 (Liu 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32.

In response to these statutes, Caltrans is preparing a state-level transportation blueprint to articulate the State's vision for an integrated, multimodal interregional transportation system that complements regional transportation plans and land use visions. The CIB will integrate the State's long-range modal plans and Caltrans-sponsored programs with the latest technology and tools to enhance our ability to plan for and manage the transportation system.

Previous and Ongoing Related Work

Work with HQ staff to continue sharing information on the state's initiatives relating to the update of the California Interregional Blueprint (CIB) and California Transportation Plan 2040.

Current Tasks

- Review & comment on Draft Materials;
- Participate in Monthly Teleconference updates;
- Share the CIB/CTP updates with the Metropolitan Transportation Commission as well as other stakeholders including the Tribal Governments.
- Assist HQ in coordinating HQ/District-MPO Visit(s).
- Assist HQ in coordinating any public workshops held in the District.

Products

CIB Interim Report
CTP 2040

Estimated Completion Date

Ongoing to FY 2012/2013
Ongoing 2012/13 to 2015/16

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

Work Element 6.2 – California Transportation Investment System (CTIS)

Objectives

Using GIS software, the CTIS tool displays the transportation system including programmed and planned projects. It shows where transportation investment is currently underway (programmed) and where it will be (planned) over the next 25 years. Included in the dataset are highway, rail, airport, bicycle, pedestrian, transit, and Proposition 1B transportation improvement projects at both the State and regional levels.

CTIS's sketch-level datasets assist transportation planners and professionals to visualize project locations relative to other geographic features. The datasets are useful in identifying and assessing gaps, overlaps, and inconsistencies in planned transportation projects, in addition to providing preliminary environmental impact analyses. The tool can help analysts and decision-makers provide strategies for meeting future transportation needs and identify improvement priorities. It also provides opportunities to improve timing and coordination of projects.

Description

In 1998 during the update of the California Transportation Plan, a team comprised of Department staff and regional agency partners identified the need to integrate existing long-range plans of both the State and regional transportation planning agencies by creating a map, using GIS software, of the current and planned transportation system. In January of 2001, the first version of the CTIS GIS Tool was released.

CTIS is a customized GIS tool that requires ESRI's ArcGIS software to operate. Plans are in place to convert the tool to a web-based mapping application. The tool maps highway projects, local road projects (locally funded), rail projects and airport projects. Bicycle, pedestrian and planning projects are also included within the tool. Caltrans transportation planners and our regional planning partners can use the CTIS tool.

Previous and Ongoing Related Work

- Update programmed project data (STIP/SHOPP)
- Review and verify data for District in updated CTIS tool
- Distribute CTIS tool to internal/external users and assist with installation and training, as needed
- Market the tool to internal and external planning partners
- Prepare quarterly reports on major activities and expenditures

Tasks

- Provide input to development of CTIS update method and cycle
- Work with MPO to update planned project (RTP) data
- Distribute CTIS tool to internal/external users and assist with installation and training, as needed
- Market updated CTIS GIS tool to internal and external planning partners

- Prepare quarterly reports on major activities and expenditures
- Evaluate tool and provide feedback for tool improvement

Products

Estimated Completion Date

- Updated CTIS Database That Includes Current Planned and Programmed Projects
- Web-based Version of CTIS Tool

Ongoing
2012

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.3 – Planning/Programming Liaison

Objectives

- To strengthen the connections between the Department's long-range planning efforts, the Metropolitan Transportation Commission's (MTC) regional planning and project selection process, and the District's advance planning (Major Investment Studies/Project Study Reports) and programming functions.
- To support a comprehensive project identification, selection and programming process.

Description

Provide a liaison role between Caltrans Planning, Programming, Operations and Design as well as coordination of local, State and federal programming [i.e. TIP/STIP - Interregional Transportation Improvement Program (ITIP) & State Highway Operations and Protection Program (SHOPP)], and planning documents (California Interregional Blueprint, Regional Transportation Plan/Sustainable Communities Strategy, and Countywide Transportation Plans).

Relationship to Other Work Elements

See correspondence table beginning on page 2.3.91

Previous and Ongoing Related Work

- Monitor & Coordinate with Statewide Planning & Programming Initiatives (California Interregional Blueprint & CTP; CTC Transportation Needs Assessment);
- Monitor & Coordinate with the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and Countywide Transportation Plan Development;
- Monitor 10-Year SHOPP development and 2012 STIP & SHOPP Cycles.

Current Tasks

- Coordination with headquarters on the California Interregional Blueprint (CIB/CTP) Update;
- Coordination with MTC on 2013 RTP/SCS development (Plan Bay Area) and "Call for Projects".
- Liaison between Office and Headquarters on all Interregional Transportation Improvement Program (ITIP) issues.
- Monitor Federal Economic Stimulus and Federal Reauthorization efforts.

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.4 – System Planning

Objectives

- To continue to serve as the principal mechanism for Caltrans long-range transportation planning at the corridor and system levels.
- To analyze the multimodal system for the purpose of integrating plans with a goal to enhance the interregional and regional movement of people and goods.
- To incorporate and propose long range solutions to the impacts of projected growth in the production of System Planning documents.
- To represent the State before regional and local agencies concerning transportation concerns related to region-to-region and state to and through movement of people and goods. This is to ensure compatibility of interregional, regional and local transportation improvements.
- To integrate Traffic Operations Strategies (TOPS) into the analysis and evaluation of all **State** corridors within District 4.
- To assist Program Management in coordination and presentation of information on the: (1) Interregional Improvement Program (IIP) through a focused analysis of the Interregional Road System (IRRS) corridors traversing District 4; and (2) the Regional Improvement Program (RIP) and corridors defined in coordination with MTC and the nine Bay Area CMAs.
- Conduct transportation corridor planning in a way that defines how a travel corridor is performing, understands why it is performing that way, and recommends system management strategies to address problems within the context of a long-range planning vision.

Tasks

Participate fully in the development of the Regional Transportation Plan (RTP) with respect to project information and project selection.

Provide assistance in the process to: (1) relinquish existing State Highway System route segments to local agencies; and (2) adopt existing local arterials or newly constructed road facilities as route segments into the System. Relinquishment and route adoption are to be implemented only by mutual agreement between the State and appropriate local agency(s).

Lead the analysis and preparation of Corridor System Management Plans (CSMPs) for all corridors with identified Corridor Mobility Investment Account (CMIA) funding, and plan for CSMP development for all major travel corridors in District 4.

Update and lead the analysis and preparation of Corridor Plans (formerly known as Transportation Corridor Concept Reports) with Traffic Operations Strategies (TOPS) integrated, as appropriate, for each of the District's 56 routes.

In concert with appropriate District functional units and partner agencies, support activities

related to the ongoing development and update of the Interregional Transportation Strategic Plan (ITSP), as well as the District System Management Plan (DSMP) and Transportation System Development Program (TSDP).

Review Caltrans documents including, but not limited to, Project Initiation Documents, Excess Land documents, and Air Space Review and related documents.

Products

Estimated Completion Date

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.5 – Partnership Participation/Planning Grants

Objectives

Participation in corridor transportation studies in a partnership, interdisciplinary environment.

Provide expertise to and coordinate transportation-planning efforts with partners to assure that multi-modal transportation strategies are considered prior to the selection of a preferred set of transportation improvements for a transportation system corridor.

Serve as a liaison between internal Caltrans partners and external partners including Tribal Governments to ensure the dissemination of information and coordination of planning efforts.

Description

The District Planning staff participates in coordinated, external planning studies in a partnership environment. This includes full participation by staff in corridor studies that seek to develop preferred transportation strategies to address local, regional and interregional transportation system problems. Partnership Studies Staff members work with Congestion Management Agencies and other Local and Regional Transportation Planning Agencies in evaluating identified transportation system improvements as to their costs, environmental and social impacts and overall effectiveness. Staff members represent the interests of the Department in Congestion Management Agency meetings and transportation planning studies, as well as provide technical expertise and information as requested. Branch Staff may also assist local and regional transportation planning agencies in developing and preparing Consolidated Planning Grant Applications.

Relation to Other Work Elements

Association of Bay Area Governments (ABAG) W.E. 1.2 (Planning Services) and 4.2 (Intergovernmental Coordination); Metropolitan Transportation Commission (MTC) W.E. 12.3 (Corridor Studies), 21.2 (Define MTS Strategy), and 61.1 (Transportation/Land Use Connection); and California Department of Transportation (Caltrans) W.E. 6.5 (System Planning), 6.8 (IGR/CEQA Review), 6.3 (Regional Management and Coordination), 8.1 Transportation Operation System (TOS) and 8.4 (Intelligent Transportation System).

Previous and Ongoing Related Work

- Develop partnerships with the Metropolitan Transportation Commission, Congestion Management Associations (CMAs), Local and Regional Transportation Planning Agencies by participating in transportation corridor partnership studies.
- Attend and participate in CMA, Local and Regional Transportation Planning Agency meetings and Technical Advisory Committees (TAC).
- Participate and assist CMAs and Local and Regional Transportation Planning Agencies on designated projects and studies having regional and statewide benefits and/or addressing critical transportation system problems.

Tasks

- Provide expertise to CMAs and Local and Regional Transportation Planning Agencies on a spectrum of transportation issues in a multi-jurisdictional environment.
- Participate, assist and consult with other Department functional units on transportation projects and studies.
- Assist in conflict resolution among partner agencies.
- Help build consensus on transportation solutions among partner agencies.
- Represent Caltrans before CMAs and Local and Regional Transportation Planning Agencies to discuss projects, plans and studies.
- As an active partner, attend and participate in CMA, Local and Regional Transportation Planning Agencies and Policy and Technical Advisory Committee meetings as necessary.
- Coordinate with MTC, CMAs, and other Local and Regional Transportation Planning Agencies to solicit Consolidated Planning Grant proposals.
- Participate in partnership transportation planning studies; provide Quality Assurance and participate in the development of major corridor planning studies, and coordinate participation of other Department functional units as appropriate.

Products

Estimated Completion Date

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.6 – Overall Work Program Management (OWP)

Objectives

To fulfill the State's responsibility in carrying out the review, approval, and monitoring of the Metropolitan Planning Work

Transportation Commission's (MTC) local MPO's Overall Work Program.

Description

The Department of Transportation Executive Orders 88-54 through 88-64 was signed by the Director on December 20, 1988, delegated authority. Under such authority, the District's regional planning staffs serve as a liaison between the District and the Department's Division of Transportation Planning/FHWA/FTA for the coordination and monitoring of MTC's regional planning activities and for its compliance with the requirements of State and Federal planning regulations.

Previous and Ongoing Related Work

- Monitor development and progress of the OWP activities and products.
- Administer Federal FHWA PL, and SP&R Partnership Planning, FTA Section 5303 and Section 5313(b) funds.
- Participate in the annual MPO and triennial certification meetings.

Tasks

- Transmit to MTC the federal and state guidance for the development of the annual OWP.
- Develop Caltrans in-house Work Elements for the region's planning activities.
- Review and approve the MTC's annual OWP, in consultation with the Department's Division of Transportation Planning and Federal agencies.
- Review and transmit to HQ and FHWA/FTA MTC's OWP quarterly progress reports.
- Monitor progress of planning activities and products for the awarded Federal Consolidated Planning Grants for the region.
- Serve as liaison for District and Headquarters Transportation Planning Division for the coordination of regional planning activities. (This can include coordination with other Caltrans functional units in the District and neighboring Caltrans Districts.)
- Determine compliance with State and Federal Guidance for planning progress.
- Prepare review and written summary of quarterly meeting with MTC concerning progress of Work Element activities.
- Administer FHWA and FTA formulary funds and federal planning discretionary funds awarded to the region:
 1. Reviewing and processing amendments to the OWP and OWP Agreements;
 2. Processing and approving vouchers for reimbursement of federal funds;
 3. Review and verify the MTC's annual Final Expenditure Report and Audit;
 4. Oversight of FHWA Partnership Planning (PP) and FTA Section 5304 grants

Products

Caltrans Work Elements for the OWP annual update
Progress reports on Caltrans OWP activities
Reimbursement of CPG funds
Participation at policy level meetings

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Completion Date

February 2012
Quarterly
Monthly
As Needed

Estimated Person-Months and Cost

Work Element 6.7 – Local Development/Inter-Governmental Review (LD/IGR)

Objectives

To review and comment on federal, state and local environmental documents prepared pursuant to the National Environmental Policy Act and the California Environmental Quality Act to ensure that individual and cumulative impacts to state transportation facilities are identified and properly mitigated.

Description

Review environmental documents and development plans submitted by lead agencies to evaluate the potential impacts of proposed projects on state facilities and pursue and monitor appropriate mitigation measures.

Relationship to other Work Elements

ABAG W.E.1.1 (Data Analysis), 1.2 (Planning Services) and 4.2 (Intergovernmental Coordination); MTC W.E. 41.1 (Conduct Environmental Reviews), and 61.1 (Transportation/Land Use Connection); and Caltrans W.E.6.5 (System Planning), and 6.4 (Regional Management and Coordination).

Previous and Ongoing Related Work

Caltrans has been reviewing environmental documents and plans for local development projects and transmitting written comments to lead agencies regarding potential impacts these projects may have on state facilities. Meetings with lead agencies and developers are held when needed. Encroachment permits are reviewed for compliance with CEQA and to ensure that agreed upon mitigation measures are implemented.

Tasks

- Coordinate Caltrans review of environmental documents and development plans.
- *Coordinate with and solicit comments from Caltrans functional units regarding local development projects that may potentially impact state facilities.*
- Submit written comments to lead agencies on proposed projects and environmental documents.
- Review encroachment permits for compliance with CEQA and to ensure agreed upon mitigation measures are implemented.
- Coordinate and attend meetings with lead agencies, Tribal Governments, and developers to discuss local development projects.
- Attend public hearings, Tribal Council meetings, and local agency meetings related to land-use.
- Conduct scoping meetings when necessary.
- Coordinate with Headquarters on legislation related to the CEQA process.

Products**Estimated Completion Date**

Written comments to lead agencies on their proposed projects and environmental documents.

Ongoing

Documents on Tribal gov't-to gov't relations
Estimated Cost By Funding Source –
To be determined

Work Element 6.8 – Caltrans Project Planning

Objective

To improve transportation by enhancing the movement of people, goods and services.

Description

The major activity for this work element is the preparation and delivery of Project Initiation Documents (PIDs) in their many forms including Project Study Reports. PIDs evaluate project scopes, support and capital costs, and schedule for programming purposes. They ensure that transportation projects are feasible, constructable, and viable.

Previous and Ongoing Related Work

- Implement guidance and requirements of SB 45.
- Work in partnership with appropriate regional and local agencies (including Tribal Governments) on designated projects that are needed on the State or regional transportation systems.
- Prepare or oversee the preparation of PIDs for projects that are in the current Regional Transportation Plan (RTP), the update of the RTP, Countywide Plans, or other transportation planning documents and are candidates for the State Transportation Improvement Program (STIP), voter-approved tax measure transportation improvement funding, and other funding sources/programs.
- Prepare PIDs for candidate projects to the Ten Year State Highway Operations and Protection Program (SHOPP).
- Prepare PIDs for projects eligible for Regional Measures 1 and 2 Toll Bridge Program funding.
- Prepare Transportation Enhancement Program applications for funding of enhancement projects.

Tasks

- Implement procedures established in MOU between Caltrans and MTC covering Project Study Reports.
- Provide expertise to local agencies on the initiation of transportation projects.
- Provide coordination between engineering, environmental, and right of way functions in the development of PIDs.
- Provide analysis of feasible alternatives.
- Coordinate the formation of project development teams to ensure stakeholder input into project initiation and preprogramming phases.
- Include value analysis reviews whenever appropriate.

Products

New projects and special studies are subject to priorities and resources provided for those specific purposes.

Estimated Completion

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

Work Element 6.9 – Native American Liaison

Objectives

- Establish clear lines of communication with the six federally recognized tribes.
- Be cognizant of the issues relating to Tribal Governments and Native American organizations, groups, and individuals.
- Establish clear roles and responsibilities within Caltrans District 4.
- Partner/formulate with MTC on best practices for Tribal Government inclusion into the region's transportation planning process.
- Coordinate, consult with and involve Tribal Governments.

Description

Provide liaison staff to implement State and Federal laws and directives to be sensitive to the Native American interests, and encourage active participation by Tribal Governments and Native American organizations, groups, and individuals in developing and implementing transportation plans and projects.

Previous and Ongoing Related Work

- District general consultation with tribal governments.
- Provide Tribal Governments and Native American community relevant transportation planning guidelines and information to tribes and tribal community based organizations.
- Assist in the development of Tribal transportation plans and transportation planning efforts when requested by Tribal Governments.
- District participation in the Department's Native American Advisory Committee (NAAC).

Tasks

- District participation in the Departmental Native American Advisory Committee (NAAC)
- Develop and maintain active working relationships with Native American organizations, communities, groups, and individuals by encouraging participation in the transportation planning and programming processes through Public Participation efforts.
- Establish and maintain government-to-government relations with Tribal Governments through coordination and consultation efforts.

Products

Improved and continuing working relationships and communication between the Department/District and local Native American tribal governments, community based organizations, groups, and individuals. Documentation of Tribal government-to-government relations.

Estimated Cost By Funding Source
Not funded through OWP process

Estimated Completion Date
Ongoing

Work Element 6.10 – Federal Transportation Planning Studies Grant Programs

Objectives

- To address the federal objectives as cited in FHWA's and FTA's planning emphasis areas.
- To fulfill the State's responsibility to provide assistance for transportation planning.
- To help achieve the California Transportation Plan's goals of assisting research to advance mobility and accessibility and support the economy.
- To complement the state's Strategic Growth Plan.

Description

FHWA's Partnership Planning (PP), FTA's Section 5304 Transit Planning and the California Regional Planning Blueprint programs per the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) are federal discretionary transportation planning grant programs that are made available to the state's regions. The state management of these funds provides competitive annual funding.

FHWA's PP program anticipates benefits to the statewide or regional transportation system. It aims to study the effects of jobs housing balance, land use, population growth and distribution, development, and conservation of natural resources. It also aims to improve public involvement and consensus efforts including government-to-government relations.

FTA's 5304 program has three categories: Transit Technical Planning Assistance; Statewide Transit Planning Studies; and Transit Professionals Development. The FTA's grants program general criteria include incorporation of safety and security in transportation planning, participation of transit operators in metropolitan and statewide planning, coordination of non-emergency human service transportation, planning for transit systems management and operations to increase ridership, and support transit capital investment decisions through effective systems planning.

The Regional Blueprint Planning Program is California's program to make available funding to MPOs to conduct comprehensive scenario planning that results in consensus by regional leaders, local governments and stakeholders on a preferred growth scenario—or "blueprint." The aim is to address future growth on a twenty-year horizon through integration of transportation, housing, land use, environmental resources, other infrastructure and services.

Previous and Ongoing Related Work

- Manage grants programmed in the Overall Work Program
- Review and prioritize applications submitted to D4 by MTC

Tasks

- Soliciting applications from eligible applicants
- Review regional applications eligibility for prioritization.
- Assist in programming successful grants into regional Overall Work Program
- Coordinate planning issues with internal functional units, HQ, MTC and sub-recipient.
- Administer grant agreements with MTC: process invoices, review progress.

Products

- Competitive applications w/ District review/ update
- Monitor/coordinate programmed grants
- Review final products

Estimated Completion Date

During application cycle

Continuous

June 2012

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

Work Element 6.11 – Environmental Justice Planning Grants

Objectives

To demonstrate the principles of Environmental Justice (EJ), as outlined in various State and federal statutes and directives, in the transportation investment decisions made by Caltrans and other public agencies and private organizations.

To promote greater public involvement of traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., African-American, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders in transportation decisions and context sensitive planning, to prevent or mitigate disproportionate, adverse impacts of transportation projects while improving mobility, access and quality of life for diverse communities.

Description

Environmental Justice Planning supports and encourages efforts by all and diverse communities to integrate land use and transportation decisions, projects, plans, and activities. Environmental Justice Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and expand transportation choices in an equitable manner to people in all segments of society. In balancing transportation investments, economic prosperity, community livability, and environmental protection, Caltrans will achieve widespread public involvement and equity in individual transportation choices.

Previous and Ongoing Related Work

- Coordinate on a continuous basis with the Headquarters Office of Policy Analysis and Research (OPAR) in regards to Environmental Justice Planning, Smart Growth, Livable Communities, and Public Participation concepts and policies.
- Coordinate with the Metropolitan Transportation Commission (MTC) and local agencies in regards to the Environmental Justice Planning Grants Program.

Tasks

- Interface with the MTC, local agencies, Native American Tribal Governments, private and non-profit organizations, community-based organizations and transit agencies, to address Environmental Justice, Smart Growth, and Livable Communities issues.
- Coordinate participation of other Department functional units as appropriate.
- Provide assistance to applicants in applying for Environmental Justice Planning Grants.
- Monitor EJPG contracts.
- Review Project Study Reports (PSRS) and Project Reports for Title VI, Environmental Justice compliance.
- Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders.

Products

Management of EJ Grants
 Documentation of outreach efforts and meetings
 With traditionally under-represented and
 under-served
 Populations and their community leaders.

Estimated Completion

Varies with the Award Year
 Varies with the Award Year

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost**Environmental Justice (EJ) Grants**

The Environmental Justice (EJ) planning grants are intended to promote the involvement of low-income and minority communities, and Native American Tribal Governments, in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving their mobility, access, safety, and opportunities for affordable housing and economic development.

The EJ projects have a clear focus on transportation and community development issues that address the interests of low-income, minority, Native American, and other under-represented communities.

This appendix lists the active Planning projects funded by Environmental Justice grants in the MTC Region (awarded to the entities in parenthesis), which are awards during the last two FYs.

FY 2010/11 Funds

| | |
|--|-------------------|
| ➤ Bayview Hunters Point Community Based Mobility Solution Study (San Francisco County Transportation Authority) | \$ 180,000 |
| ➤ Chinatown Broadway Streetscape Improvement Design Plan (City of San Francisco Planning Department) | <u>\$ 250,000</u> |
| Subtotal | \$ 430,000 |

FY 2009/10 Funds

| | |
|--|-------------------|
| ➤ Cesar Chavez Community Design Plan (City of San Francisco Planning Department) | \$ 250,000 |
| ➤ Countywide Transportation Plan For Low-Income Population (CCAG of San Mateo County) | \$ 96,507 |
| ➤ Enhance EJ Community Engagement in BART Planning and Decision (BART/Conf of Minority Transportation Officials) | <u>\$ 89,700</u> |
| Subtotal | \$ 436,207 |
| GRAND TOTAL | \$ 866,207 |

Work Element 6.12 – Community Planning and Public Engagement

Objectives

- To effectively link transportation and land use planning at the community level;
- To seek innovative solutions to transportation issues, problems, and constraints;
- To actively involve all segments of the public through outreach efforts to the traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., Black, Hispanic, Asian Americans, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders in transportation planning and decision-making;
- To provide a forum for discussing issues related to the function of conventional state highways as main streets, including the potential relinquishment of state routes to local control, with cities, counties and other local agencies;
- To provide funding for Community-Based Transportation Planning grant proposals.

Description

The Community Planning Branch supports and encourages efforts by communities to integrate land use and transportation decisions, projects, plans, and activities. Community Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and expand transportation choices in an equitable manner to people in all segments of society. It intends to promote balanced transportation investments, economic prosperity, community livability, and environmental protection.

Previous Related Work

- Coordinated with local agencies in regard to the previous year's Community-Based Transportation Planning grants.
- Monitored the MTC/ABAG regional blueprint project, known as FOCUS, which is funded in part by a grant from the California Business, Transportation and Housing Agency that is administered by Caltrans.
- Coordinated on a continuous basis with Caltrans Headquarters in regard to Community-Based Transportation Planning grants, context sensitive solutions and Complete Streets Policy implementation, and regional growth issues and performance and impact measures.
- Coordinated meetings on context sensitive solutions and complete street design for conventional highways with local agencies and district staff from various functional areas.
- Provided written comments on local development proposals and land use plans to promote measures to reduce regional vehicle miles traveled and improve pedestrian and bicycle access to regional transit facilities.

Tasks

- Coordinate with other District 4 planning branches to organize an annual grant application solicitation cycle for the Caltrans planning grant program, including the Community-Based Transportation Planning grants.
- Provide feedback to agencies interested in vying for Community-Based Transportation Planning grants and evaluate applications received.

- Monitor the MTC/ABAG FOCUS program on behalf of the Caltrans Headquarters Division of Transportation Planning.
- Continue to coordinate with Caltrans Headquarters in regard to Community-Based Transportation Planning grants, context sensitive solutions and Complete Streets Policy implementation, and regional growth issues and impacts.
- Coordinate meetings on context sensitive solutions and complete street design for conventional highways with local agencies and district staff from various functional areas.
- Review local land use plans and development proposals and provide comments on measures to reduce regional vehicle miles traveled and improve pedestrian and bicycle access to regional transit facilities.
- Provide the district with information on current regional growth and community planning issues and prepare fact sheets as required for district management.
- Act in an advisory role to other branches requesting public participation process information and/or usage of the Headquarters Planning Public Participation Consultant Services contract.

Products

Estimated Completion Date

| | |
|--|-------------|
| Analysis and ranking of Community-Based Transportation Planning grant applications | Annual |
| Development of the fund transfer agreements for agencies awarded grant funding | Annual |
| Monitoring the work of projects receiving grant funding | Ongoing |
| Participation in regional growth meetings/workshops | Ongoing |
| Preparation of technical information for internal and external partners | Ongoing |
| Public participation task order development and monitoring | As required |
| Processing of Public Participation Consultant Services task order invoices | As required |
| Development of quarterly reports for both Headquarters & District Planning | Quarterly |
| Coordinating context sensitive solutions and complete street design review meetings with local agencies | Ongoing |
| Providing comments on local land use plans and development proposal regarding measures to reduce regional vehicle miles traveled | Ongoing |

Community Based Transportation Planning (CBTP) Grants

The Community Based Transportation Planning (CBTP) grant program is primarily used to seed planning activities that encourage livable communities. CBTP grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth, and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit-oriented and mixed-use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision making.

CBTP grant funded projects demonstrate the value of these new approaches locally and provide best practices for statewide application. The maximum amount available per grant is \$300,000, with a requirement that the local agency provide matching funds equal to at least 20% of the total. At least half of this has to be cash, while the rest can be in the form of an in-kind contribution. Below are the planning projects in the region funded by current CBTP grants.

FY 2010-11 Funds

| | |
|--|-------------------|
| ➤ Central Corridor Growth Strategy and Design Plan (San Francisco) | \$ 250,000 |
| ➤ Midcoast Highway 1 Safety and Mobility Improvement Study Phase 2 (San Mateo County) | \$ 162,462 |
| ➤ Sonoma Boulevard Corridor Project (City of Vallejo) | <u>\$ 282,600</u> |
| Subtotal | \$ 695,062 |

FY 2009-10 Funds

| | |
|--|--------------------|
| ➤ City of Alameda Transportation System Management/Transportation Demand Management Plan | \$ 63,000 |
| ➤ Pedestrian and Bicycle Pathway Feasibility and Options Study of the East Bay Municipal Utility District Aqueduct through Downtown Lafayette | \$ 135,000 |
| ➤ Eastern Neighborhoods Transportation Implementation Planning Study (San Francisco) | <u>\$ 247,050</u> |
| Subtotal | \$ 445,050 |
| GRAND TOTAL | \$1,140,112 |

Work Element 6.13 – Pedestrian Coordination

Objectives

- To improve pedestrian safety, access and mobility;
- To engage stakeholders in the development of Caltrans policies, guidance and project design concerning and affecting pedestrians;

Description

The District Planning staff seeks to improve pedestrian safety, access and mobility by performing design review for projects proposed for the State Highway System, working with Headquarters staff to revise guidance identified in the Implementation Plan for the Caltrans Complete Streets Policy, and meaningfully involving stakeholders in these activities so that better outcomes are achieved.

Previous Related Work

- Reviewed Caltrans project initiation documents and project reports, participated on project development teams, and provided comments on projects regarding pedestrian needs and in support of walkable communities.
- Participated in meetings with local agencies and district staff regarding pedestrian design and operational issues at the conceptual development phase of various projects on the state highway system.
- Provided staff support for the District 4 Pedestrian Advisory Committee, which consists of stakeholders from Bay Area public agencies and local communities, and coordinated Committee meetings where Caltrans projects, policies, guidance and standards were reviewed and comments were provided.
- Coordinated on a continuous basis with Caltrans Headquarters regarding Complete Streets Policy implementation and related guidance development and revisions.

Tasks

- Review and comment on Caltrans projects and participate on project development teams regarding pedestrian needs and in support of walkable communities.
- Participate in meetings with local agencies and district staff regarding pedestrian design and operational issues at the conceptual development phase of various projects on the State Highway System.
- Continue to provide staff support for the District 4 Pedestrian Advisory Committee and coordinate at least four meetings where Caltrans projects and policies will be reviewed for comment.
- Continue to coordinate with Caltrans Headquarters in regard to Complete Streets Policy implementation and related guidance development and revisions.

Products

Estimated Completion Date

Reviewing and commenting on Caltrans projects regarding pedestrian needs
Providing staff support for District 4 Pedestrian Advisory Committee meetings

Ongoing
Quarterly

Work Element 6.14 – Bicycle Coordination

Objectives

- To improve bicycle safety and access on and across Caltrans facilities.
- To engage external and internal stakeholders in the development of Caltrans bicycle transportation policies, guidelines, best practices and project design.
- To provide input on Caltrans project planning and design concerning and affecting bicycle travel and safety.

Description

The District Bicycle Coordinator, together with Caltrans district functional units and Headquarters staff, works to improve bicycle access and safety on State highways. This is done through the review of planning and design documents; participation in Project Development Teams and statewide policy-level committees; and coordination with local and regional agencies as well as other stakeholders on planning and design efforts to ensure that bicycle transportation needs are addressed during project selection, planning, and design.

Previous Related Work

- Advised and assisted in implementation of Caltrans Deputy Directive 64-R1 (Complete Streets - Integrating the Transportation System), the Strategic Highway Safety Plan, the California Blueprint for Bicycling and Walking, the Safe Routes to Schools Program, and the Bicycle Transportation Account.
- Reviewed and provided input on district planning, project initiation, and design documents as well as on Caltrans standards, guidelines, and procedures as they affect bicycle travel.
- Provided input and shared information regarding:
 - existing roadway deficiencies and needed bicycle safety upgrades;
 - new policies and revisions pertaining to bicyclists.
- Coordinated quarterly Caltrans District 4 Bicycle Advisory Committee consisting of representatives of Bay Area transportation agencies and advocacy groups. The committee's objective is to facilitate exchange and discussion regarding Caltrans projects and policies.
- Coordinated Caltrans participation in Bike to Work Day.

Tasks

Continue to perform work listed above in the "Previous Related Work" section.

| Products | Estimated Completion Date |
|--|--|
| Review and provide input on planning- and design-level documents | Ongoing |
| Coordinate District 4 Bicycle Advisory Committee | Quarterly |
| Estimated Cost by Funding Source | Estimated Person Month & Cost |
| Not funded through OWP process | |

Work Element 6.15 – Transit Coordination

Objectives

- To encourage alternative modes of transportation on the State Highway System.
- To leverage the existing State Highway System to promote and enhance alternative transportation mode opportunities.
- To support Director's Policy 27: Bus Rapid Transit (BRT) Implementation Support, and Deputy Directive 98: Integrating BRT into State Facilities.

Description

The Transit Coordination Branch seeks opportunities to increase mobility options within the State Highway System. This function assists the Department in meeting goals associated with AB 32 and SB 375 by promoting alternative transportation modes to decrease vehicle miles traveled and associated green house gas emissions and increasing the efficiency of the State Highway System. Specifically, emphasis is placed on two areas: 1) leveraging the existing State Highway System to promote faster transit service, and 2) enhancing the existing District Park-and-Ride program. Internally, this office works with other functional units to ensure that transit/Park-and-Ride accommodations are included in Caltrans plans and projects. The Transit Coordination Branch also collaborates with the Division of Mass Transportation (DMT) and the Division of Research and Innovation (DRI) on statewide modal issues. Externally, this office develops partnership with other agencies to promote and enhance strategies that encourage alternative modes of transportation.

Previous Related Work

- DRI study "Assessment of Converting Lane to Bus Only," December 2010
- DRI study "BRT Performance Assessment Guidebook," June 2010
- Ardenwood P&R Expansion and Improvement Project, October 2009
- Central and Southern Marin Transit Study, June 2009
- Deputy Directive 98 presentation to District 4, January 2009
- DRI study "Implementation of BRT on Conventional Highways, December 2008
- SF Transit Effectiveness Project, October 2008
- Marin P&R Patron Survey, October 2008
- CA APA Presentation "Non-Traditional Improvements to State Routes," September 2007
- Caltrans BRT Handbook for Partners, February 2007
- Rockridge BART Smart Parking Demo Project, April 2006
- Richmond Parkway Transit Center Planning & Conceptual Design Study, February 2005
- Caltrans Regional Express Bus Plan Study, April 2005
- Caltrans P&R and HOV Transit Enhancement Project ("Buspool Project"), July 2005
- Caltrans Transportation Planning Grant "Van Ness BRT Study," June 2004

Tasks

- Coordinate with local agencies to improve the State Highway System to optimize alternative modes of transportation.
- Review Caltrans project development documents and ensure that alternative modes of transportation are considered and accommodated wherever feasible.
- Participate on DMT working groups

- Participate on DRI technical advisory committees
- Provide project management support for transit projects on the State Highway System.
- Serve as District BRT Coordinator
- Participate on Project Development Teams (PDTs) for projects with transit components.
- Seek partnership opportunities to improve and expand the District P&R system.
- Plan for improved and new P&R lots
- Develop and administer District 4 P&R parking fee program.
- Participate on PDTs for projects with P&R components.

Products

Estimated Completion Date

- | | |
|---|-------------|
| • Input on DRI's TAC for "BRT Integration Into PDPM" | May 2011 |
| • Input on DRI's TAC for "BRT Impact on Mainline" | TBD |
| • Input on DRI's TAC for "Transit Application for Smart Phones" | TBD |
| • Richmond Parkway Transit Center Operations and Maintenance Report | Annually |
| • Transit quarterly reports for DMT | Quarterly |
| • Resolution of Park & Ride lot issues | Ongoing |
| • Resolution of issues impeding Implementation of BRT projects | Ongoing |
| • Comments on Caltrans projects for transit accommodations | Ongoing |
| • Implementation of P&R fee program | Ongoing |
| • Participation on MTC's Rideshare TAC | As required |

Estimated cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

Work Element 6.16 – Goods Movement Planning/Partnerships

Objectives

The movement of goods is critical to the State's economy as well as producers of goods and consumers statewide, nationwide and international. The Goods Movement Branch is to play a major role in the development of strategies, policies and methodologies to improve the regional freight transportation system in District 4 and the interregional movement of goods coming into and going through the State. The "freight" transportation system in the District is multimodal and includes the State Highway System, local roads, rail facilities, seaports and airports.

Description

The Goods Movement Branch develops strategies, policies and methodologies to improve the efficient movement of freight commodities through the State's multimodal transportation system. All freight modes and intermodal connections are considered in the ongoing effort to facilitate goods movement to and through the region.

The Branch works closely with Headquarters, including the Office of System and Freight Planning within the Division of Transportation Planning, the Division of Research and Innovation, the Division of Aeronautics, the Division of Rail, Traffic Operations Program and Transportation System Information Programs. It also coordinates with external governmental entities, - such as FHWA, FTA, regional/local agencies, seaports and airports - and the trucking and freight industry to improve the performance of the multi-modal freight system. Performance measures include system reliability, just-in-time delivery, reduction in travel delay and congestion, transport efficiency and improved air quality.

Tasks

- Represent the District, in cooperation with regional and local agencies, in developing regional and interregional goods movement policies and strategies
- Assist, in an advisory and expert role, in representing the State in the development and implementation of state and regional goods movement studies and initiatives.
- Represent the Department in advocating transportation improvements that benefit regional and interregional freight movement.
- Acquire data pertinent to goods movement including appropriate traffic data and information related to commodity flow.

Product

Internal policy document

Estimated Completion Date

On Going

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

Work Element 6.17 – Transportation Conformity and Air Quality Planning

Objectives

- Participate in development of State Implementation Plans to demonstrate how the San Francisco Bay Area air basin achieves applicable federal air quality standards.
- Work with MTC to demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) conform to the purpose of the State Implementation Plan (SIP) through a transportation conformity process required by the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)).
- Participate with federal, state, regional and local agencies during interagency consultation on transportation conformity and related air quality planning.
- Participate with federal, state, regional and local agencies during interagency consultation procedures for PM_{2.5} hot-spot analyses for the Bay Area.

Description

- In June 2004, the Bay Area was designated as a marginal nonattainment area of the national 8-hour ozone standard. US EPA lowered the national 8-hour ozone standard from 0.80 to 0.75 PPM effective May 27, 2008. EPA will issue final designations based upon the new 0.75 ppm ozone standard by July 31, 2011. The latest approved SIP for ozone is the 2001 Ozone Attainment Plan.
- U.S. EPA lowered the 24-hour PM_{2.5} standard from 65 ug/m³ to 35 ug/m³ in 2006. U.S. EPA designated the Bay Area as nonattainment for the PM_{2.5} standard on October 8, 2009. The effective date of the designation is December 14, 2009 and the Bay Area Air Quality Management District has three years to develop the SIP that demonstrates the Bay Area will achieve the revised standard by December 14, 2014. The SIP for the new PM_{2.5} standard must be submitted to the U.S. EPA by December 14, 2012.
- Anytime MTC develops or amends the RTP and/or TIP for the region, they must prepare a Transportation-Air Quality Conformity Analysis to demonstrate how the transportation activities in the RTP and TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The goal of transportation conformity is to ensure that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals given to highway and public transportation activities are consistent with air quality goals. The air quality standards addressed in the conformity analysis include ozone, carbon monoxide and fine particulate matter (PM_{2.5}) standards.
- MTC Resolution No. 3757 outlines procedures to be undertaken by the MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, State and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through the Air Quality Conformity Task Force.
- MTC Resolution No. 3946 outlines procedures to be undertaken by MTC, EPA, Caltrans, FHWA, FTA, and State and local air agencies regarding interagency consultation procedures for PM_{2.5} hot-spot analyses for the Bay Area. Interagency consultation on project level PM_{2.5} conformity is also facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM_{2.5} non-attainment area, Bay Area project sponsors are required to undergo project level conformity determinations for PM_{2.5} if their project meets certain criteria for projects of air quality concern.

Previous and Ongoing Related Work

- Reviewed Transportation Air Quality Conformity Analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program.
- Consulted with Department project sponsors on preparation and submittal of PM2.5 Project Assessment forms.
- Participated in Statewide Air Quality Conformity Working Group meetings.

Tasks

- Participate in interagency consultation regarding transportation conformity, PM2.5 project level conformity, and other air quality issues through the Transportation Air Quality Conformity Task Force. The Task Force meets monthly.
- Participate with regional and local partner agencies on preparation of the PM2.5 SIP.
- Work with Department project sponsors in developing and submitting PM2.5 Hot Spot Analysis Project Assessment forms for Transportation Air Quality Conformity Task Force consideration.
- Participate with HQ, CARB, and other state and federal agencies on state air quarterly planning issues as needed.

Products

Estimated Completion Date

- | | |
|--|-----------|
| • Air Quality Conformity Task Force Decisions | Monthly |
| • RTP/TIP Transportation Conformity Analysis Input | As Needed |
| • PM2.5 Project Assessment Forms | As Needed |

Estimated Cost by Funding Source Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.18 – Climate Change Adaptation Planning

Objectives

Work with the HQ Climate Change Branch as well as with partner agencies in the region to plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals, and improve our region's air quality and public health and safeguard us from sea-level rise.

Description

- The Global Warming Solution Act of 2006 creates a comprehensive, multi-year program to reduce GHG emissions in California. The Department works closely with the California Air Resources Board and the Administration's Climate Action Team (CAT) to support development and implementation of the California Climate Action Program. The Department also collaborates with local and regional agencies, academic and research institutions, non-governmental organizations (NGOs), and other environmental and energy stakeholders to advance the State's climate change objectives.
- Climate change is expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, the single largest source of GHG emissions is from the consumption of fossil fuel in the transportation sector. In fact, the transportation sector, mostly from cars, trucks, buses, trains and ferries, contributes over 40 percent of the GHG emissions in the region.
- As required under SB 375, the 2013 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) will lay out how land use and transportation can work together to reduce GHG emissions. Within this context, the region will need to focus on developing innovative strategies and evaluating their effectiveness in reducing GHG emissions for purposes of informing the development of the SCS.
- In September 2010, Caltrans District 4, in partnership with BCDC and MTC, was awarded a \$300,000 grant from FHWA to field test FHWA's conceptual model for conducting climate change vulnerability and risk assessments of transportation infrastructure in a Bay Area sub-region. All three agencies have committed staff time as the local match for this grant. The key objectives of this pilot study are as follows:
 - Evaluate the utility of the FHWA conceptual model for adaptation planning and assess whether it can be applied at scales appropriate for developing solutions for local and regional implementation.
 - Assess the vulnerability of key transportation infrastructure for pedestrians, bicyclists, motorists, transit riders, and goods movement.
 - Develop a template for integrated adaptation planning at the sub-regional level that can be applied to other sub-regions in the Bay Area.
 - Develop relationships and strengthen key partnerships around adaptation planning within the region leveraging existing planning efforts and interests.
 - Implement and refine communication, community engagement, planning, decision-making and prioritization processes and tools to address climate change impacts.
 - Test the conceptual model in a variety of shoreline configurations to develop approaches that can be applied consistently in similar shoreline typologies.

Previous and Ongoing Related Work

- Caltrans District 4 provided input to the *2009 California Climate Adaptation Strategy*.
- Caltrans District 4, BCDC and MTC began work on the Transportation Risk Assessment Pilot Study.

Tasks

- Staff will continue monitoring and providing input on updates to the California Climate Adaptation Strategy and Climate Action Team Reports to the Governor and Legislature.
- Monitor and evaluate programs and projects in the draft 2013 RTP/SCS for their effectiveness in reducing GHG emissions.
- Staff in partnership with the Bay Conservation and Development Commission and the Metropolitan Transportation Commission will prepare the transportation risk assessment pilot study, with consultant assistance.

Products

Estimated Completion Date

- | | |
|--|-------------------|
| • 2011 Climate Action Team Report | December 31, 2011 |
| • Transportation Risk Assessment Pilot Study | November 30, 2011 |

Estimated Cost by Funding Source
Not funded through the OWP process

Estimated Person-Months and Cost
N/A

Work Element 7.1 – State Funding for Transit and Intermodal Improvements

Objective

Assist local agencies in obtaining programmed State funds for transit capital projects, and monitor fund use.

Description

Management of funds programmed by the CTC earmarked for transit capital projects. Funds are disbursed to local agencies by means of agreements. Funding sources include TCRP, SHA, PTA and Proposition 116.

Previous and Ongoing Related Work

Monitoring of projects funded by the sources listed above.

Tasks

- Prepare Local Agency allocation requests for funds allocated by the CTC.
- Coordinate review of agencies and projects under the provisions of SB 580, GC Sec. 14085-14088.
- Prepare and monitor agreements with local agencies to allow disbursement of State funds in compliance with CTC resolutions and policies, as well as policies and contractual requirements of the Department.
- Provide support services to the Caltrans Division of Mass Transportation (DMT).
- Attend Advisory Committee meetings as required.
- Coordinate programming amendments.
- Review and approve project scopes of work.
- Monitor progress of projects.
- Review project Monitoring Reports from grant recipients.
- Monitor applicants for compliance with CTC's "Timely Use of Funds" policies.
- Implement CTC policies regarding state transit funding.

Products

Estimated Completion Date

CTC allocation requests
Project Fund Transfer Agreements, Master
Agreements and Program Supplements
Auditable records of all disbursements made
under these Fund Transfer Agreements.

Ongoing

Ongoing

Ongoing

Estimated Cost by Funding Source

Estimated Person Months and Cost

Not funded through the OWP process.

**Work Element 7.2 – Federal Assistance for Public Transportation Projects in
Non-Urbanized Areas**

Objectives

Administer Federal funding to assist transportation providers in non-urbanized areas (areas not part of a designated urbanized area of over 50,000 population).

Description

The Federal government has established the Federal Transit Administration's (FTA) Section 5311 (formerly Section 18) grant program to provide assistance to transportation providers in non-urbanized areas. This work element includes administration of this program to participating transportation providers in the District.

Previous and Ongoing Work

Administer and monitor Federal Transit Administration's (FTA) Section 5311 grant program.

Tasks

- Liaison with MTC to review applications.
- Review grant applications and make recommendations relative to funding.
- Review vehicle procurement process of Section 5311 providers.
- Monitor performance annually of Section 5311 providers.
- Provide technical assistance to Section 5311 providers.

Products

Improved transportation in non-urbanized areas through the purchase of specialized vehicles, construction of transit shelters and station facilities and funding of operating assistance.

**Estimated Cost by Funding Source
and Cost**

Estimated Person Months

FTA 49USC 5311

\$37,777

Caltrans: 6

\$37,777

Work Element 7.3 – Park-and-Ride Program

Objectives

To provide State park-and-ride facilities in order to encourage ridesharing among commuters in District 4. These facilities would maximize the effectiveness of existing transportation facilities by assisting commuters, and others, to use alternatives to the single occupant vehicle, this reduces congestion, improves air quality and reduces energy consumption.

Description

The District 4 Park-and-Ride Program includes management of existing State park-and-ride lots and development of additional facilities as appropriate. The management includes coordinating the planning and development of new facilities and the maintenance and improvements necessary for existing facilities. Coordination requires interaction with other Caltrans functional units, transit providers, citizens, and public and private entities.

Previous and Ongoing Related Work

- Maintenance of State owned park-and-ride lots
- Development of new park-and-ride lots or expansion of existing lots
- Annual inventory and census (usage) of existing park-and-ride lots
- Operate exclusive park-and-ride 800 number to respond to user concerns

Tasks

Address ongoing inquiries/requests for park-and-ride lot maintenance and services.
Maintain current computer and paper databases of park-and-ride lot projects and inventory.
Coordinate maintenance and facility improvements with Caltrans functional Units.
Coordinate planning and development of new or improved facilities with Caltrans functional units and public and private entities.
Manage bicycle lockers at State park-and-ride lots.

Products

Project Reports
Annual Program Inventory

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

Work Element 8.1 – Traffic Operations System

Objectives

To implement, operate, monitor, and maintain the Traffic Operations System (TOS) for the Bay Area freeways, as stipulated in the Caltrans TMS Master Plan, in order to improve vehicle-operating speeds and to reduce freeway delays caused by incident and recurring congestion.

Description

The TOS is a management tool intended to improve the operation of the highway system by optimizing efficiency of the system through even traffic speeds, reduction/avoidance of congestion, and removal of incident related obstacles. The TOS entails the operation and integration of the following components: 1) A Transportation Management Center (TMC) to operate the TOS; 2) A ramp metering management system to manage access into the highway facilities; 3) A traffic surveillance system inclusive of electronic roadway detectors, closed-circuit TV (CCTV), and motorist call boxes; 4) A motorist information system inclusive of changeable message signs and highway advisory radio; and 5) A motorist service patrol to remove disabled vehicles to promptly restore highway capacity.

Relationship to Other Work Elements

This Work Element complements/integrates some of the objectives, tasks and products of the following Work Elements: Caltrans 8.2 Freeway Service Patrol, 8.3 SMART Street Corridor Project, and 8.4 ITS; and MTC's 30.1 Traffic Mitigation/Air Quality, 50.2 Transportation Technology Applications, 50.3 511 Program, 51.1 Transportation Operations; 51.2 MTS Management; and 51.5 SAFE Freeway Service Patrol. All these elements are aimed at improving the highway system operation and air quality through implementation of adopted TCM's and of other technological traffic management applications.

Previous and Ongoing Related Work

- Operate Traffic Management System for the SFOBB and its Oakland and San Francisco approaches from the TMC in the Oakland District Office.
- Operate the TMC at the Oakland District Office.
- Operate Alameda/San Mateo/Santa Clara Counties ramp metering systems.

Tasks

- Develop corridor operational plans and traffic management strategies in partnership with the MTC, Congestion Management Agencies, cities, counties, transit agencies and freight operators.
- Implementation of Bay Area TOS.
- Operate the TMC and the Regional Transportation Management Center (RTMC).
- Data retrieval and support for 511 Program.
- Provide facilities management support to 511 Program.
- Operate ramp metering systems.

Products**Estimated Completion Date**

TOS projects in nine counties and seven toll bridges.

Ongoing

Operate ramp metering system

Ongoing

Estimated Cost by Funding Source**Estimated Person Months and Cost**

Not funded through OWP process

Work Element 8.2 – Freeway Service Patrol

Objectives

Together, Caltrans, the California Highway Patrol (CHP), and the MTC Service Authority for Freeways and Expressways (MTC SAFE) developed the Freeway Service Patrol (FSP) program on Bay Area Freeways in 1992. The FSPs assist in transportation system management efforts, provide traffic congestion relief, reduce traffic accidents and expedite the removal of freeway impediments, which add to the improvement of air quality.

Description

The Freeway Service Patrol (FSP) is a free service to the public, providing emergency towing and assistance to help keep key routes flowing smoothly. The FSP was initiated in August 1992, with three tow trucks servicing 10 miles of freeways in the Bay Area. The service was expanded in April 1994 to 40 trucks covering 168 miles of freeways. The service was expanded again in March 1995 to 50 trucks covering more than 218 miles of freeway, again in 1997 covering over 235 miles, and by August of 1998 the Bay Area FSP program expanded to 51 tow trucks covering 264 miles of freeway. The 1999 the FSP service expanded to 63 trucks covering over 332 miles. In 2001 the FSP program increased the existing fleet to 70 tow trucks covering 390 miles of freeway. In 2002/3 the FSP expanded to 83 trucks and 454 freeway miles.

Relationship to Other Work Elements

Caltrans Work Elements 8.1 Traffic Operation System, and 8.4 ITS; and MTC's Work Elements 50.3 511 Program, 51.1 Transportation Operations, 51.4 Service Authority for Freeways and Expressways, and 51.5 SAFE Freeway Service Patrol.

Previous and Ongoing Related Work

- Continue improvement of communication system and incident reporting system for tow trucks, CHP dispatchers and other emergency services.
- Integration of the computer aided dispatch (CAD) and automatic vehicle location system (AVL).
- Continue evaluation of the FSP program.

Tasks

- Ongoing evaluation of the FSP program regarding modifications of operating hours, beat assignment, locations and numbers of trucks per beat to provide more effective levels of service.
- Coordinate the dispatch of FSP vehicles based on information regarding the need for services received at the Transportation Management Center (TMC) and record the information on the CAD.
- Generate monthly invoices and transmit to MTC SAFE for payment.
- Develop the FSP impact/evaluation procedures including specific data needs and methodology to evaluate program benefits.
- Gather data and develop a process and criteria for determining tow drivers' performance and motorist (user) satisfaction with the service.

- Maintain FSP System Database to incorporate any change of vehicle identification number, mobile data terminals, radio frequencies, schedules and trouble shooting.
- Assist in evaluation of Fourteen 2007 Tow Service contracts (Request For Proposals) worth \$ 8 million.
- Assist in evaluation of FSP telecommunication system and management reporting system.

Products

Estimated Completion Date

Generate contractor's invoices

Monthly

Collect and report statistical data on the
Number of, location, and type of assists, services
Rating average time waiting for FSP
to arrive.

Monthly

Estimated Cost by Funding Source

Estimated Person Months and Cost

Not funded through OWP process

Work Element 8.3 – SMART Corridor Project

Objectives

Assist the local and regional SMART Corridors (Silicon Valley SMART Corridor, East Bay SMART Corridor, SFGO, and I-580 SMART Corridor) to enhance cooperation, improve traffic flow, manage incident related traffic and reduce single occupant vehicle (SOV) demand.

Description

The SMART Corridor agencies are developing solutions to improve traffic conditions in critical Bay Area corridors. To achieve the objectives, several options are being developed including real-time traffic surveillance and data collection, signal coordination, transit and HOV improvements.

Relationship to Other Work Elements

Caltrans Work Elements: 8.1 Traffic Operations System, 8.2 Freeway Service Patrol, and 8.4 ITS; and MTC's 50.3 511 Program, 51.1 Transportation Operations, 51.2 MTS Management, 51.4 Service Authority for Freeways and Expressways and 51.5 SAFE Freeway Service Patrol.

Previous and Ongoing Related Work

- Caltrans Statewide SMART Corridor Study (June 1990)
Participation in Fremont-Milpitas SMART corridor project.
- Participation in SV-ITS Enhancement project.
- Coordination with City of San Francisco on SFGO project.
East Bay Smart Corridor-monitor construction in San Pablo and International Blvd./Hesperian corridors
- Participate in the development of the I-580 Tri-Valley Smart Corridor

Tasks

- Attend steering committee meetings.
- Provide existing traffic and TOS information

Products

Estimated Completion Date

| | |
|--|---|
| Silicon Valley Smart Corridor Phases 1, 2 and 3 | Completed |
| East Bay SMART Corridor construction on State Highway | Completed and on-going |
| Operation of field equipment and links between and Caltrans TMC | Pending resolution of security local agencies issues |
| Implementation of ramp metering in the Corridor | Ongoing |

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

Work Element 9.1 – Regional Modeling Coordination Study

Objectives

In cooperation with the public and private sector, promote and participate in the development, testing, and evaluation of existing and emerging Intelligent Transportation System (ITS) technology applications in order to optimize the operation and management of the transportation system in the Bay Area.

Description

This work element entails the development and application of advanced technologies such as the Automatic Vehicle Location (AVL), the SMART Corridor, Electronic Toll Collection (ETC), and the 511 Program. Caltrans will participate with other private and public entities in the implementation and evaluation process for these advanced technologies; and the TOS will be instrumental in facilitating their application through the collection and dissemination of data on traffic conditions on the highway system.

Furthermore, it is the intent of the ITS program to integrate all of these advanced applications with ongoing planning and system management efforts inclusive of the TOS implementation, the operation of the Freeway Service Patrol and callbox systems, and the monitoring and management performance of the region's freeway, arterial and transit systems. Overall, ITS efforts will help achieve state and federal goals including improved mobility, reduced congestion, and decreased emission of air pollutants.

Relationship to Other Work Elements

This Work Element complements/integrates some of the objectives, tasks and products of the following Work Elements: Caltrans 8.1 Traffic Operations System, 8.2 Freeway Service Patrol, and 8.3 SMART Street Corridor Project; and MTC's 50.1 Transportation Technology Applications; 50.3 511 Program; 51.1 Transportation Operations; 51.2 MTS Management; and 51.5 SAFE Freeway Service Patrol. All these work elements seek to optimize efficiency of the region's multimodal transportation facilities through advanced and innovative system management techniques.

Previous and Ongoing Related Work

- Participation with the California Partners for Advanced Transit and Highways (PATH) to share and coordinate research information and activities.
- Participation on the Advanced Transportation Management and Information Systems (ATMIS) quarterly meetings.
- Participation on the 511 Project by serving on their Management Board, Steering Committee, and Advisory Committee.
- Provisions for operating space and equipment for 511 staff in the District's Transportation Management Center (TMC).
- Participation on a team of technical advisors for the development of the ITS National, Statewide, and Regional Architectures.
- Participation on the Steering Committee meetings for the SMART Street Corridor Project in Santa Clara and Alameda Counties

Tasks

- Continue participating with PATH in research/development activities.
- Continue participating on the ATMIS quarterly meetings.
- Continue serving on the 511 Project Management Board, Steering Committee, Advisory Committee, and assisting on the other 511 Program subcommittees.
- Continue providing coordination and technical oversight to MTC for the consultant contract for 511 Interim Freeway Surveillance System.
- Continue working with MTC and the 511 operations contractor to provide facilities management support to the Travelers Information Center in the Caltrans District Office.
- Data retrieval and support for 511 through the TOS facilities/services.
- Assist in the collection of existing traffic data for the SMART Street Corridor Project in Santa Clara County, and continue participation on the Steering Committee meetings
- Participation in the development of the San Mateo County ITS project

Products

ITS Architecture System
ITS technology applications

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

Work Element 9.2 – Data Management and Coordination Activities

Objectives

- Develop, collect, and maintain spatially-enabled data sets that support a wide array of analytical capabilities to facilitate timely and effective decision making throughout all aspects of the Department's activities; including Planning, Design, Project Management, Operations and Maintenance.
- Develop, collect, and maintain spatially-enabled data sets that support Department activities and allow effective communication and data sharing opportunities with key stakeholders in the region and at the state and federal level.

Description

Federal, state, regional and local governments all have a keen interest in implementing an effective and efficient transportation system. Data and analysis tools developed and maintained by the Department support project, corridor and regional-level planning efforts.

Analytical tools, and the data supporting them, require constant maintenance and updates. The Department works internally and with external partners to ensure that the geospatial transportation-related data maintained in its GIS system is current and relevant.

The Department develops and maintains vast amounts of geospatial data in a GIS format, but the majority of data is not easily accessible to staff and management in its current format. The Department strives to make geospatial data available in various formats so that it is readily available to analysts and upper management to facilitate data-driven, effective decisions.

Previous and Ongoing Related Work

- Participate in internal GIS coordination meetings including the Statewide GIS Coordinator's meeting, the Statewide Geospatials Data Management subcommittee, and District GIS User Group meetings.
- Participate in external GIS coordination meetings including the Bay Area Automated Mapping Association, the Bay Area Regional GIS Committee, and local GIS Day activities.
- Work with HQ Office of GIS on Caltrans Google Earth features and functionality.

Tasks

- Enhance and maintain files in geospatial data library
- Convert GIS-formatted data for use on Google Earth platform
- Train and support internal staff using GIS tools for their functional responsibilities
- Develop a repository of geospatial data in multiple formats with widespread accessibility
- Conduct outreach with stakeholder agencies to facilitate spatial data and information sharing
- Support collection of geospatial transportation asset data in Maintenance program
- Census 2010 data processing and analysis

Products

- GIS data library
- Google Earth data layer library
- County STIP/SHOPP Project Location Maps
- Corridor System Management Plan Maps

Estimated Completion Date

Complete – Ongoing Maintenance
Complete – Ongoing Maintenance
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.3 – Transportation Monitoring

Objectives

Coordinate, for the District, the collection and management of transportation-related data as necessary.

Establish and maintain a system to efficiently collect and share spatially-enabled transportation data.

Coordinate the District's GIS functions.

Description

The intent is to have internal transportation databases as accessible as possible. The databases are expected to provide a means of sharing information developed and maintained in numerous Caltrans functional units, as well as data developed by other agencies.

GIS coordination includes providing GIS maps and analysis, as well as the development of GIS applications, as needed. It also involves coordinating GIS training and development for District staff, and working cooperatively with other functional units and outside agencies where applicable.

Previous and ongoing related work

District GIS coordination and application development continue. GIS training is on going. The District GIS User Group meets on a quarterly schedule. Maintenance and updates of the District's spatial data library is on going.

Efforts are underway to develop a means to easily store, aggregate, archive and access spatially-enabled transportation data. A file server system has been created in the Office of System and Regional Planning allowing users to store and access relevant data files.

Quarterly updates of the county STIP and SHOPP project location maps continues. An intranet web site was created that allows users to view and create maps, and query data associated with the District's programmed projects. Maintenance of the site, and the background data, continues.

Tasks

- Move District GIS project files off support staff PCs and onto shared-access server.
- Maintain spatial data library structure consistent with HQ structure format.
- Continue efforts to develop efficient means of accessing and archiving data.
- Continue information sharing through regular GIS User Group meetings.
- Coordinate District GIS training, software installation, and data acquisition activities.
- Provide timely GIS demonstrations that benefit users.
- Continue participation in GMC and TWG meetings.
- Continue data sharing efforts with local and regional partners.
- Continue to maintain Planning Office Web Site to provide access to information and data.
- Continue to maintain and update the interactive web-based mapping tool.

Products

- Hold regular District GIS User Group meetings.
- Attend statewide GIS User meetings.
- Attend statewide COS GIS User meetings.
- Attend regional GIS User meetings.
- Coordinate District GIS training, software, and data access/acquisition activities.
- Participate in data sharing efforts with local and regional partners.
- Maintain Office Web Site and update content as needed.
- Maintain/Update interactive mapping web site providing STIP/SHOPP project information.

Estimated Completion Date

Quarterly
Quarterly
Bi-annually
Quarterly
Ongoing
Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

METROPOLITAN TRANSPORTATION COMMISSION

CHAPTER 1: MTC PROSPECTUS

**FINAL
FY 2011-12**

TABLE OF CONTENTS

| | | |
|----|--|-------|
| A. | Introduction and Purpose | 1.2.3 |
| B. | Bay Area Implementation of Planning Emphasis Areas | 1.2.4 |
| C. | MTC Organization | 1.2.8 |

Attachment

Attachment 1: MTC Staff Organization Chart

MTC PROSPECTUS

I. Introduction and Purpose

The Overall Work Program (OWP) guides the collaborative metropolitan transportation planning process which involves the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and the California Department of Transportation (Caltrans), as well as more than 150 partner organizations in the nine-county San Francisco Bay Area Region (Region). Specifically, the OWP establishes the transportation planning objectives to be achieved and assigns the institutional responsibility and funding to complete the work for the Region. The OWP structure includes:

Section I - PROSPECTUS: In this section, ABAG and MTC outline objectives and institutional arrangements, as well as the schedule to achieve these objectives;

Section II – UNIFIED PLANNING WORK PROGRAM: In this section, ABAG, Caltrans and MTC describe specific activities to be undertaken during the year to accomplish the objectives; and

Section III – BUDGET: This section summarizes the regional planning funds available to ABAG and MTC during FY 2011-12.

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) requires metropolitan planning organizations (MPOs) to work cooperatively with federal and state agencies, local transportation agencies, local governments, public transit operators, tribal governments, and various stakeholders to develop regional transportation plans and transportation improvement programs for urbanized areas of the state. The plans and programs are intended to further the national interest: to encourage and promote the safe and efficient management, operation, and development of surface transportation systems. These systems should serve the mobility of people and freight, and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution.

The Region produces two documents—updated periodically—that comply with federal legislation requirements: the *Regional Transportation Plan* (RTP) and the *Transportation Improvement Program* (TIP). The Commission adopted the Transportation 2035: Change in Motion in April 2009 and the 2011 TIP in October 2010. As stipulated in SAFETEA, these documents provide for the development and integrated management and operation of transportation facilities that function as a regional system as well as the state and national intermodal transportation systems. These plans and their corresponding policies, strategies and investments embody the eight SAFETEA planning factors as follows:

- support the economic vitality of the region, especially its global competitiveness, productivity and efficiency;
- increase the safety of the transportation system;
- increase the security of the transportation system;

- increase accessibility and mobility for people and freight;
- protect and enhance the environment;
- enhance transportation system integration and connectivity;
- promote efficient management and operation, and
- emphasize the preservation of the existing transportation system.

This OWP describes the tasks and products proposed by the region to implement the transportation system and services articulated in SAFETEA-LU and goals embodied in MTC's RTP.

II. Bay Area Implementation of FY2011-12 Planning Emphasis Areas

Overall Approach: The Bay Area's transportation system is complex with many interrelated functions, ownership, areas of responsibility and dynamic relationships with land use and air quality. Addressing these complexities, MTC partners with three other regional agencies – Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG), and Bay Conservation and Development Commission – to cooperatively work on regional planning efforts through the Joint Policy Committee (JPC). Among the JPC's current initiatives are focused growth, climate protection, and development of a Sustainable Communities Strategy (SCS/RTP) as part of the next Regional Transportation Plan pursuant to SB 375; this effort is currently underway, with an expected SCS/RTP adoption in April 2013. MTC also collaborates with the Bay Area Partnership to improve the overall efficiency and operation of the region's transportation network, including developing strategies for financing and transportation improvements. Furthermore, MTC staff works with a citizen-based Policy Advisory Council on key planning and policy issues for purposes of informing Commission discussions and decisions. Public outreach and involvement activities are ongoing as part of these planning efforts.

The FHWA California Division, in consultation with FTA Region IX, has determined that the planning emphasis areas (PEA's) for California's transportation planning and air quality program in Federal FY 2011-12 are:

- Work Program Development;
- Performance management;
- Congestion Management Process; and,
- Livability/Sustainability.

The discussion below highlights the areas in MTC's work program that relate to the PEAs.

Work Program Development

The planning program funds that SAFETEA provides to MTC are used for developing the long-range transportation plan, which integrates our overall transportation planning activities, including airport/seaport, intermodal facilities, transit, bicycle/pedestrian and corridor planning activities.

The work elements included in this OWP have been developed in additional detail as was previously requested by Caltrans and FHWA staffs. The reader will note that the work elements described in this OWP update have been expanded to provide more detail on program descriptions, objectives, planning factors addressed, key products and key implementation milestones.

As mentioned above, MTC and ABAG are jointly preparing an RTP update, which requires integration of land use and transportation plans as required by SB 375. This SCS/RTP effort will culminate into an integrated plan that identifies a preferred land use plan that promotes more focused development and better jobs/housing fit that is supported by a transportation network that fosters smarter growth and economic vitality in the region.

Performance Management

Performance-based planning is systematic and analytic. It expresses policy in terms of quantifiable objectives, sets-up a decision-making framework to evaluate both transportation policies and investments, and through continued evaluation of performance trends, gives decision-making bodies an opportunity to make adjustments in policy and/or investment priority when needed. In this vein, the Commission continues to embrace a performance-based approach to its long-range transportation planning and programming activities to focus on measureable outcomes of potential investments and the degree to which these investments support stated policies.

The use of performance measures is not new to Bay Area planning and programming. SB 1492 (Statutes of 2002) requires the Commission to establish performance measurement criteria on both a project and corridor level to evaluate and prioritize all new investments for consideration in the Regional Transportation Program. MTC has conducted performance assessments for the 2001 Regional Transportation Plan, Transportation 2030 Plan in 2005, the Transportation 2035 Plan in 2009. These assessments will be a central focus for 2013 SCS/RTP to ensure that the transportation network supports the region's land use vision. In summary, the adopted performance targets for the 2013 SCS/RTP include:

- Climate Protection
- Adequate Housing
- Healthy and Safe Communities
- Reduce the number of injuries and fatalities from all collisions
- Increase the average time walking or biking per person per day
- Open Space and Agricultural Preservation
- Equitable Access
- Economic Vitality
- Transportation System Effectiveness
- Maintain the transportation system in a state of good repair

FHWA and FTA anticipate that an emphasis on measuring the outcomes of the planning process via performance measures will be a key feature in the new Federal surface transportation bill. This work program continues to emphasize the use of performance measures and performance monitoring in the development of the Regional Transportation Plan and the Transportation Improvement Program. Additional performance measures may be added to test other performance objectives. MTC is working with staffs from FHWA, FTA and Caltrans local government and stakeholders to define appropriate performance measures for the upcoming long-range plan.

Congestion Management Process

The requirements for development of a Congestion Management Process (CMP) were originally established by the federal Intermodal Surface Transportation Efficiency Act of 1991 (the CMP was referred to as the Congestion Management System (CMS). In 2005 the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued the requirement that the Metropolitan Planning Organization (MPO) complete a CMP. The CMP requirements challenge regions to develop performance based planning processes that are based on collaboration among transportation interests, specifically focused on congestion management.

The National Highway System (NHS) Bill of 1995 placed the implementation of CMS and the other ISTEA management systems at the discretion of the states. However, subsequent amendments to the metropolitan planning rules and management and monitoring system regulations clearly specify that the planning process in transportation management areas (TMAs), metropolitan areas with population greater than 200,000, is still required to include a CMS. This remains true under SAFETEA-LU (Sections 23 CFR 450.320 and 23 CFR 500.105 as amended December 19, 1997 and April 1, 1997 respectively) Thus, the CMS requirement still applies to the Bay Area. In addition, the NHS revisions did not affect the original provisions that Federal funds may not be programmed in a carbon monoxide and/or ozone non-attainment TMA for any highway project that will result in a significant increase in single-occupant-vehicle capacity unless the project is based on an approved CMS. (Section 23 CFR 450.320 (b) and 23 USC 134 (l)) The deadline for compliance under the revised regulations was October 1, 1997.

Though the NHS Bill generated a brief period of uncertainty about the nature of the CMP requirement in the Bay Area, the region's approach and commitment have remained consistent since MTC first developed an approach in cooperation with the Bay Area Partnership in 1994. Our strategy is to begin by recognizing the diverse efforts already in place to address congestion management and mobility in the regional, county-wide, and local transportation planning processes in the Bay Area. Rather than create a new system, we build on this existing foundation and focus on improving MTC's and the region's tool kit to manage the Bay Area's transportation system.

The Bay Area work plan for the CMP is based on a review of federal and state CMP requirements in relation to existing and developing regional, county-wide, and local transportation planning processes. The Regional Transportation Plan, using the congestion management programs and the short range transit plans as major building blocks, is the unifying process and document for transportation planning in the region. The State Implementation Plan, airport and seaport plans, corridor studies, and the major investment

study process supplement the RTP to form the foundation of activities supporting the Bay Area's CMP.

Livability/Sustainability

Specifically, SB 375 calls upon metropolitan planning organizations (MPOs) in 18 regions in California to develop an integrated transportation, land-use and housing plan known as a Sustainable Communities Strategy, with the ultimate goal of reducing greenhouse gas (GHG) emissions for cars and light-duty trucks. In the Bay Area, MTC and ABAG have the principal role of preparing the SCS.

While the primary goal of SB 375 is to reduce GHG emissions (California's 2006 Global Warming Solutions Act (SB 32) calls for a 20% reduction in GHG emissions from all economic sectors; SB 375 established land use and transportation GHG emission reductions), there are several co-benefits of an integrated land use and transportation planning:

- Integrating land uses (jobs, stores, schools, homes, etc.) and encouraging more complete communities can reduce automobile trips and emissions.
- Clustering more homes, jobs and other activities around transit can make it easier to make trips by foot, bicycle or public transit.
- Planning land uses and transportation together can help improve the vitality and quality of life for our communities, while improving public health.

The SCS will reflect the "Three E" goals of sustainability — Economy, Environment and Equity. The vision will be crafted with guidance from local government officials and Bay Area residents to help support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents. MTC and ABAG have established targets or benchmarks for measuring our progress toward achieving these goals as mentioned above, which are consistent with the principles in the Livability/Sustainability PEA.

ABAG and MTC will develop the SCS in partnership with the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission. The four regional agencies will team with local governments, county congestion management agencies, local planning and public works directors, city and county managers, public transit agencies, interested residents, stakeholders and community groups to ensure that all those with a stake in the outcome are actively involved in the Strategy's preparation.

ABAG administers the state-required Regional Housing Need Allocation (RHNA). State law requires that the RHNA follow the development pattern specified in the SCS. ABAG will adopt the next RHNA at the same time that MTC adopts the RTP. Local governments will then have another 18 months to update their housing elements. Related zoning changes must follow within three years.

MTC must adopt the SCS as part of its next RTP, which is due in 2013. Because state and federal law require everything in the plan to be consistent, the RTP's investments must be consistent with the SCS and local land-use plans and must be judged to be realistically achievable in the RTP's 25-year planning horizon.

III. MTC Organization

This section provides a description of the planning area and the MTC organization structure (including its committees, citizen-based advisory council and task forces) and illustrates the transportation planning decision-making process. It also includes a description of the four-agency Joint Policy Committee.

Planning Area

The Bay Region embraces the nine counties that touch San Francisco Bay (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) and includes 101 municipalities. More than 7 million people reside within its 7,000 square miles. The region MTC serves is unique in that there are eight primary public transit systems as well as numerous other local transit operators, which together carry nearly 500 million passengers per year. The region's varied geography has given rise to a diverse range of public transit modes: antique cable cars and historic streetcars; high-speed ferries; diesel commuter rail and electric-powered rapid transit rail; diesel and natural gas buses; and electric trolley buses. The combined annual operating budget of the transit agencies is over \$2 billion, placing this region among the top transit centers in the nation. In addition, there are numerous specialized services for elderly and disabled travelers (referred to as paratransit service), nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports.

Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 et seq.), the MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the regional transportation planning agency — a state designation — and, for federal purposes, as the region's metropolitan planning organization (MPO). The Commission Procedures Manual, which is dated November 25, 1981 and as revised periodically by MTC resolution action, sets forth the agency's bylaws and rules. The Commission Procedures Manual outlines the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and Commission committees (see MTC Resolution No. 1058, Revised).

The Commission's work is guided by a 19-member policy board. Fourteen commissioners are appointed directly by local elected officials (each of the five most populous counties has two representatives, with the board of supervisors selecting one representative, and the mayors of the cities within that county appointing another; the four remaining counties appoint one commissioner to represent both the cities and the board of supervisors). In addition, two members represent regional agencies — the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members have been appointed to represent federal and state transportation agencies and the federal housing department, i.e., the California Business, Transportation and Housing Agency, the U.S. Department of Transportation, and the U.S. Housing and Urban Development Department.

MTC Committees

Six standing committees (comprising seven or more commissioners each) make recommendations to the full Commission. The six committees are Administration, Executive, Legislation, Planning, Operations, and Programming and Allocations. The responsibilities of these six committees are listed below. MTC also has an Audit Committee consisting of four Commissioners. A select committee on Transit Sustainability has been established to oversee the project on this subject.

| MTC Committee | Responsibilities |
|---------------------------------------|--|
| Administration Committee | <ul style="list-style-type: none">• Oversight of Agency Operations• Financial Reports/Audits• Agency Budget• Contracts• Commission Procedures |
| Executive Committee | <ul style="list-style-type: none">• Acts on matters of urgency brought before it by the Chair between Commission meetings• Acts on other matters assigned by Commission Chair |
| Legislation Committee | <ul style="list-style-type: none">• Annual MTC Legislative Program• Positions on proposed Legislation & Regulation• Public Involvement and Limited English Population Plans• Public Information/Media• Policy Advisory Council• |
| Planning Committee | <ul style="list-style-type: none">• Agency Work Program• Regional Transportation Plan• Sustainable Communities Strategy• Corridor Studies |
| Operations Committee | <ul style="list-style-type: none">• Oversight of Transportation System Management & Operational Activities• Customer Service Programs• Agency Contracts Re: System Management & Operations |
| Programming and Allocations Committee | <ul style="list-style-type: none">• Fund Estimate• Fund Allocations• Fund Programming• State Transportation Improvement Program (STIP)• Federal Transportation Improvement Program (TIP) |

SAFE

MTC Commissioners convene as the Service Authority for Freeways and Expressways (SAFE) for purposes of managing the Region's call boxes and Freeway Service Patrol programs, in cooperation with Caltrans and the CHP.

BATA

MTC Commissioners convene as the Bay Area Toll Authority (BATA) for purposes of overseeing improvements and operations of the seven state-owned toll bridges in the Bay Area. The Bay Area Toll Authority (BATA) was created by the California Legislature in 1997 to administer the base \$1 auto toll on the San Francisco Bay Area's seven state-owned toll bridges. On January 1, 1998, MTC began operations as BATA. In August 2005, the

California Legislature expanded BATA's responsibilities to include administration of all toll revenue and joint oversight of the toll bridge construction program with Caltrans and the California Transportation Commission. There is a cooperative agreement between Caltrans and the Bay Area Toll Authority (effective April 25, 2006) relating to toll collection and accounting, toll bridge operations and maintenance, toll bridge capital improvement program, financial management and financing for the seven state-owned toll bridges.

Policy Advisory Council

The Policy Advisory Council was created by the Commission in November 2009 to incorporate and supersede several MTC citizen advisory committees. As with the previous advisory committees, the mission of the Policy Advisory Council is to advise the Commission on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdictions and as assigned by the Commission.

Membership of the Policy Advisory Council is structured around interests related to the economy, the environment and social equity. In the areas of economy and the environment, there are a total of nine members, with four members representing economic interests and four bringing an environmental perspective; the ninth member represents either category. In addition, five of the nine are from each of the five most populous Bay Area counties – Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara.

In the area of social equity, nine members (one from each county) represent communities of color and issues affecting low income communities or environmental justice. Of these, four members represent communities of color and four members represent environmental justice/low-income issues; the ninth member represents either category. In addition, nine members (one from each county) represent issues related to transportation for seniors and persons with disabilities. Four members represent seniors and four members represent people with disabilities; the ninth member represents either category.

The Bay Area Partnership

The Bay Area Partnership Board is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county congestion management agencies, city and county public works departments, ports, Caltrans, U.S. Department of Transportation) as well as environmental protection agencies. The Partnership works by consensus to improve the overall efficiency and operation of the Bay Area's transportation network, including developing strategies for setting funding priorities for transportation improvements. This institutional framework ensures that widely varying local needs are recognized, but also requires that the partner agencies work with each other to coordinate services where their systems intersect or overlap. The Bay Area Partnership is a forum for communication, at many levels: at regular meetings of the committee of the whole and its technical committees. The chairmanship of the full board rotates from agency to agency.

Regional Advisory Working Group

The primary purpose of the Regional Advisory Working Group (RAWG) is to provide input to regional agency staff during the development of the RTP/SCS. This input will be sought throughout the duration of the planning effort, leading to the adoption of the RTP/SCS in early 2013.

The RAWG is made up of representatives of city and county government planning departments, congestion management agency staff, and regional agency staff. Each county has at least one planning director to participate on the RAWG for the duration of the process. However, all planning directors, community development directors and others are welcome to attend and participate in RAWG meetings. In addition, representatives of various stakeholder groups, including affordable housing, businesses, developers, equity and environmental groups, participate in RAWG meetings. All RAWG meetings are open to the public.

Air Quality Conformity Task Force

MTC's Air Quality Conformity Task Force serves as the forum for interagency consultation on the regional conformity analysis of the RTP and TIP, certain project-level conformity (such as the PM2.5 hot-spot analyses), development of the State Implementation Plan, and other planning areas such as the regional travel demand model development and monitoring of transportation control measures. The Conformity Task Force is open to all interested agencies, but includes staff of federal agencies (FHWA, FTA, EPA), Caltrans, California Air Resources Board, ABAG, BAAQMD, CMAs, County transportation agencies: all CMAs, and transit operators.

Joint Policy Committee

The Joint Policy Committee (JPC) coordinates the regional planning efforts of MTC, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission. Among the JPC's current initiatives are focused growth, climate protection, and development of a sustainable communities strategy pursuant to SB 375. The JPC has twenty voting members: five from the Executive Board of ABAG, five from the BAAQMD Board of Directors, five BCDC Commissioners, and five MTC Commissioners. A representative of Secretary of the State of California's Business, Transportation and Housing Agency is a non-voting member.

CHAPTER 2.3: UNIFIED WORK PROGRAM

METROPOLITAN TRANSPORTATION COMMISSION

FY 2011-12

**JUNE 2011
FINAL**

TABLE OF CONTENTS AND SUB-CATEGORY LISTING

| | Page |
|--|---------------|
| 1110 Commission and Advisory Committees | 2.3.5 |
| • 1113 Support Partnership Board | |
| • 1114 Support Advisory Committees | |
| | |
| 1120 Planning Emphasis Areas | 2.3.8 |
| • 1121 Regional Transportation Plan | |
| • 1122 Analyze Regional Data Using GIS and Travel Models | |
| • 1124 Airport/Seaport/Freight Planning | |
| • 1125 Non-Motorized Transportation Activities | |
| • 1212 Performance Measurement and Monitoring | |
| • 1311 Implement Lifeline Transportation Program | |
| • 1312 Support Title VI and Environmental Justice | |
| • 1412 Transportation Conformity and Air Quality Planning | |
| • 1612 Proposition 84 Planning funds (ABAG's) | |
| | |
| 1130 Legislation and Public Affairs | 2.3.33 |
| • 1112 Implement Public Information Program | |
| • 1156 Library Services | |
| | |
| 1230 Improve Highway and Arterial Operations and Management | 2.3.41 |
| • 1229 Emergency Response and Security Programs | |
| • 1236 Implement Regional Express Lanes Network | |
| | |
| 1510 Support Regional Transportation Investments | 2.3.48 |
| • 1511 Conduct Financial Analysis and Planning | |
| • 1512 Federal Programming, Monitoring and TIP Development | |
| • 1517 Transit Sustainability Project | |

**TABLE OF CONTENTS AND SUB-CATEGORY LISTING
FUNDED BY GRANTS, ADMINISTRATION (as part of ICAP) & NON CPG FUNDS**

| | Page |
|--|---------------|
| 1120 Planning Emphasis Areas | |
| • 1310 Lifeline Program | 2.3.57 |
| • 1413 Climate Initiatives | |
| • 1611 Transportation for Livable Communities Program (TLC) | |
| 1220 Traveler Coordination and Information Systems | 2.3.63 |
| • 1221 Implement Lifeline Transportation Program | |
| • 1222 Implement Regional Rideshare Program | |
| • 1223 Support Regional Operations Program | |
| • 1224 Implement Regional Traveler Information Services | |
| • 1225 Implement Regional Transit Information System | |
| • 1226 Implement and Promote Regional Bicycle Information System | |
| 1230 Improve Highway and Arterial Operations and Management | 2.3.69 |
| • 1228 Emergency Communication Operations | |
| • 1234 Arterial Operations Coordination | |
| 1510 Support Regional Transportation Investments | 2.3.71 |
| • 1233 Pavement Management Program (PMP) | |
| • 1513 New Freedom Planning | |
| • 1514 Regional assistance programs and Project Reviews | |
| • 1515 State Programming, Monitoring and STIP Development | |
| <u>ADMINISTRATION (Included as part of ICAP)</u> | |
| 1150 Agency Management | 2.3.75 |
| • 1152 Financial Management | |
| • 1153 Administrative Services | |
| • 1157 Building Maintenance | |
| • 1161 Information Technology Services | |
| <u>NOT FUNDED BY CPG FUNDS</u> | |
| 1130 Legislation and Public Affairs | 2.3.79 |
| 1230 Improve Highway and Arterial Operations and Management | 2.3.80 |
| 1250 Bay Area Toll Authority | 2.3.84 |

Work Element 1110: Commission and Advisory Committees

The goal of this work element is to provide professional, technical and legal support to the Commission and its committees so that they have a sound basis for making regional transportation decisions. The Commission receives input from the public through its public involvement program, its advisory committee structure and the advisory council. Regional policy recommendations also are provided through the Bay Area Partnership.

Major Tasks

- **Support the Partnership Board**
- **Support the Policy Advisory Council and Tribal Government Coordination**

| Major Products to Be Delivered in FY 2011-12 | Estimated Completion Dates |
|--|----------------------------|
| Policy Advisory Council Annual Reports to Commission | As Required 11/12 |
| Commission Reports and Resolutions | As required |

Work Element 1113: Support the Partnership Board

A. Project Description

- | | |
|--------------------|--|
| Objectives | ▪ Facilitate regional coordination of planning and programming issues with federal, state, regional and local agencies and transportation stakeholders. |
| Description | ▪ Consult with the Bay Area Partnership Board and its subcommittees on prospective regional policy issues. This includes but is not limited to providing lead staff support to the Partnership Board and its standing committees including: <ul style="list-style-type: none">▪ Partnership Technical Advisory Committee▪ Partnership Transit Coordination Committee▪ Programming and Delivery Working Group▪ Transit Finance Working Group▪ Local Streets and Roads Working Group |

B. Planning Factors Addressed

- | | |
|-----------------------------------|---|
| Planning Factors Addressed | <ol style="list-style-type: none">1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency2. Increase the safety of the transportation system for motorized and non-motorized users.3. Increase the security of the transportation system for motorized and non motorized users4. Increase the accessibility and mobility of people and freight5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight7. Promote efficient system management and operation8. Emphasize the preservation of the existing transportation system |
|-----------------------------------|---|

C. Previous Accomplishments

- | | |
|------------------------|--|
| Objectives | ▪ Same as above |
| Accomplishments | Met with Board and subcommittees on: <ul style="list-style-type: none">▪ Long-Range Plan and the Sustainable Communities Strategy▪ Transit Sustainability; and▪ Fund Programming and Project Delivery |
| Work Products | <ul style="list-style-type: none">▪ Partnership Technical Advisory Committee Meetings▪ Partnership Transit Coordination Committee Meetings▪ Programming and Delivery Working Group Meetings▪ Transit Finance Working Group Meetings▪ Local Streets and Roads Working Group Meetings▪ Staff Reports to the Committees and Working Groups▪ Financial needs analysis for transit, local roads, etc. |

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|---|-----------------------|------------|----------|
| 1 | Conduct Partnership Board Meetings | As needed | 7/01/11 | 6/30/12 |
| 2 | Conduct Partnership Technical Advisory Committee Meetings | 4-6 meetings per year | 7/01/11 | 6/30/12 |
| 3 | Conduct Programming and Delivery Working Group Meetings | Monthly meetings | 7/01/11 | 6/30/12 |
| 4 | Conduct Transit Finance Working Group Meetings | Monthly meetings | 7/01/11 | 6/30/12 |
| 5 | Conduct Local Streets and Roads Working Group Meetings | Monthly meetings | 7/01/11 | 6/30/12 |

E. Anticipated Future Activities (FY 2012-13)

Anticipated Future Activities Same as above

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 136,056 | 73,066 | | | | 209,122 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--------------|----------------|
| 100,000 | T. C. | 50,000 | T. C. | 59,122 | 209,122 |

Description

This task includes consulting with the Partnership Board and its subcommittees on regional prospective policy issues. This includes but is not limited to providing lead staff support to the Partnership Board and its standing committees, and sub committees.

Ongoing tasks:

Meet with Board and subcommittees on:

- Long-Range Plan and the Sustainable Communities Strategy
- Transit Sustainability; and
- Fund Programming and Project Delivery

Major products
Staff Reports and recommendations

Schedule
As required

Work Element 1114: Support Policy Advisory Council

Objective

- MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy.

Description

- In order to ensure that a wide spectrum of views are considered in developing transportation policy, MTC provides staff support to the **Policy Advisory Council**. The Council advises the Commission on transportation policies in the San Francisco Bay Area, incorporating a broad cross-section of perspectives related to the environment, the economy and social equity. The Policy Advisory Council was created by MTC on November 18, 2009 in an effort to synthesize the work formerly done by the Elderly Disabled Advisory Committee, the Minority Citizens Advisory Committee, and the MTC Advisory Council.

Ongoing tasks:

- Staff the Policy Advisory Council

| Products | Estimated Completion Dates |
|---|----------------------------|
| Advisory Council's Annual Work Plan | Summer 2011 |
| Policy Advisory Council Meeting Packets | Monthly |
| Advisory Council's Report to Commission | Monthly |

| Salaries & Benefits | Indirect Services | | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--|--------------------------|------------|-------|----------------|
| 225,712 | 121,215 | | 5,000 | | | 351,927 |

| FHWA PL | Toll Credit FHWA PL | FHWA PL FY' 11 Requires L.M. | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|------------------------------|----------|----------------------|--------------|----------------|
| 100,000 | T. C. | 47,217 | 56,587 | T. C. | 148,123 | 351,927 |

Work Element 1120: Planning Emphasis Areas

RTP Process

The Regional Transportation Plan (RTP) sets forth a regional policy and investment framework to maintain, manage and strategically expand the Bay Area's State highways, streets and roads, and transit systems. Over the years, the scope of the RTP has broadened beyond addressing the region's mobility and surface transportation infrastructure needs to include innovative ways to integrate transportation and land use, improve air quality, and address social equity and climate change. The RTP planning process has greatly expanded to include intensive interagency collaboration and public outreach and involvement. The Commission's latest RTP – *Transportation 2035: Change in Motion* – offers new perspectives, policies and strategies for looking at transportation and its relationship to our built and natural environments. The next RTP update process must address federal planning requirements as set forth in SAFETEA-LU but also Senate Bill 375 which calls for better integration of transportation, housing and land use as a way to reduce greenhouse gas emissions.

Major Tasks

- **Regional Transportation Plan**
- **Analyze Regional Data Using GIS and Travel Models**
- **Airport/Seaport/Freight Planning**
- **Non-Motorized Transportation Activities**
- **Performance Measurement and Monitoring**
- **Implement Lifeline Transportation Program**
- **Support Title VI and Environmental Justice**
- **Transportation Conformity and Air Quality Planning**
- **Partnership Blueprint Planning Program**

Work Element 1121: Regional Transportation Plan

A. Project Description

Objectives

- Develop a safe, efficient and well-maintained regional transportation system, that when integrated with regional land-use patterns, serves the mobility and access needs of goods and people per federal metropolitan planning statute (Title 23 U.S.C. Section 134), state planning statute (Government Code Section 65080 et. seq of Chapter 2.5), and Senate Bill 375
- Prepare the long-range plan in consultation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, tribal governments, Bay Area transportation agencies, local jurisdictions, community organizations, stakeholders, and the public
- Prepare the Sustainable Communities Strategy per Senate Bill 375, in cooperation with the California Air Resources Board (CARB) and California Department of Housing and Community Development (HCD)
- Prepare a programmatic Environmental Impact Report (EIR) for the 2013 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in compliance with the California Environmental Quality Act (CEQA), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Senate Bill (SB) 375 and all other applicable state and federal environmental laws.

Description

RTP Modifications & Amendments

- The RTP is a major update that will fulfill the requirements of SAFETEA's federal metropolitan planning regulations and SB 375. MTC and ABAG initiated this 3-year plan update process in 2010, and expect to have a new plan update adopted by the Commission and ABAG Executive Board in spring 2013. Although we do not anticipate preparing any administrative modifications or amendments to the Transportation 2035 Plan, MTC will prepare modifications/amendments if warranted.

2013 Regional Transportation Plan/Sustainable Communities Strategy

- The Regional Transportation Plan (RTP) is a blueprint that guides the Bay Area region's transportation development for a 25-year period. Updated every four years, it is based on projections of growth in population, jobs and housing and travel demand coupled with financial projections. MTC, as the Metropolitan Planning Organization (MPO), is required to prepare the RTP in accordance with state and federal planning statutes.
- As a result of the passage of Senate Bill 375, MPOs are required to develop a Sustainable Communities Strategy – a new element of the RTP – to strive to reach the greenhouse gas (GHG) reduction targets established for each region by the CARB. More specifically, per Senate Bill (SB) 375, the Sustainable Communities Strategy (SCS) is intended to accomplish two principal objectives:
 - (i) Identify areas within the nine-county Bay Area sufficient to accommodate all of the region's population, including all income groups for the next 25 years; and
 - (ii) Forecast a land-use pattern, which when integrated with the transportation system, reduces greenhouse-gas emissions from

automobiles and light trucks.

- In the Bay Area, the 2013 RTP/SCS will be developed jointly by MTC and the Association of Bay Area Governments. The 2013 RTP/SCS will be an integrated and internally consistent transportation and land-use plan. That is, the transportation policies and investments identified in the plan will align with and support the SCS land-use pattern.
- The Regional Housing Needs Determination and Allocation (RHND and RHNA) prepared by ABAG is also linked to the SCS by SB 375. The SCS must identify areas within the region where both an 8-year and 25-year housing need can be accommodated. The law also requires that the SCS and RHNA be consistent with one another; and that local governments adopt their housing elements 18-months after the adoption of the RTP.
- The RTP, SCS, and RHNA will be adopted by MTC and ABAG in early 2013.

Environmental Impact Report for the 2013 RTP/SCS

- The program EIR for the 2013 RTP/SCS will analyze both the transportation and land use impacts of the RTP/SCS in compliance with CEQA, SAFETEA-LU, SB 375 and all other applicable state and federal environmental laws. This program EIR will serve as a first tier EIR that address the broad, regionwide environmental effects of implementing the transportation projects, programs and policies and development patterns included in the proposed RTP/SCS. Because SB 375 provides streamlining of CEQA requirements for specific residential and mixed-use residential projects and transit priority projects, this EIR will enable lead agencies of projects consistent with Public Resource Code Sections 21155.1 and 21159.28 to effectively tier from the RTP/SCS EIR. Additionally, this program EIR will propose effective and feasible mitigation measures for all potentially significant impacts.

B. Planning Factors Addressed

- | | |
|-----------------------------------|--|
| Planning Factors Addressed | <ol style="list-style-type: none">1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency2. Increase the safety of the transportation system for motorized and non-motorized users.3. Increase the security of the transportation system for motorized and non motorized users4. Increase the accessibility and mobility of people and for freight5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight7. Promote efficient system management and operation8. Emphasis the preservation of the existing transportation system |
|-----------------------------------|--|

C. Previous Accomplishments

- | | |
|------------------------|---|
| Objectives | <ul style="list-style-type: none">▪ Same as above except for the SB 375 requirements |
| Accomplishments | <ul style="list-style-type: none">▪ MTC adopted the <i>Transportation 2035: Change in Motion</i> in April 2009.▪ MTC certified the <i>Environmental Impact Report</i> for the Transportation 2035 Plan in April 2009.▪ MTC approved an administrative modification to the <i>Transportation 2035 Plan</i> |

in May 2010.

Work Products

- Transportation 2035: Change in Motion
- Transportation 2035 Project Notebook
- Online Transportation 2035 Project Listings
- Draft and Final EIR for the Transportation 2035 Plan

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|---|------------|----------|
| 1 | Staff will prepare administrative modifications and amendments to the RTP, as needed. The number of RTP amendments are to be determined. | <ul style="list-style-type: none"> ▪ Administrative Amendment(s) ▪ Amendment(s) | 7/01/11 | 6/30/12 |
| 2 | Staff will continue to develop, manage, and monitor progress on the overall work plan and schedule for developing the RTP/SCS | | 7/01/11 | 6/30/12 |
| 3 | Staff will prepare technical analysis on RTP/SCS elements (such as alternative scenarios concepts (July 2011), alternative scenario analysis and results (October 2011), funding policies (October 2011), investment trade-offs (October -January 2012), investment strategies (October – January 2012), and preferred SCS scenario (February 2012)) | <ul style="list-style-type: none"> ▪ Technical memos and reports | 7/01/11 | 6/30/12 |
| 4 | Staff will continue to bring RTP/SCS items to the Bay Area Partnership, SCS Regional Advisory Working Group, MTC Policy Advisory Council, ABAG Regional Planning Committee for technical review and input (see various elements and approximate timelines as described in Task 3) | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes | 7/01/11 | 6/30/12 |
| 5 | Staff will continue to bring RTP/SCS items to the MTC Planning Committee, ABAG Administrative Committee, and Joint Policy Committee for review and input and Committee approval, as appropriate (see various elements and approximate timelines as described in Task 3) | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes | 7/01/11 | 6/30/12 |
| 6 | Staff will continue to bring RTP/SCS items to the MTC Commission and ABAG Executive Board for review and approval (see various elements and approximate timelines as described in | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and | 7/01/11 | 6/30/12 |

| | | | | |
|---|---|---|---------|---------|
| | Task 3) | notes | | |
| 7 | Staff will attend and present the RTP/SCS at meetings of transportation agencies, local jurisdictions, and others, as requested | <ul style="list-style-type: none"> Staff reports Presentation Materials Technical reports Meeting agendas and notes | 7/01/11 | 6/30/12 |
| 8 | Staff, with consultant assistance, will develop the technical approach for preparing the EIR (June – March 2012), hold scoping and outreach meetings with resource agencies, local jurisdictions, and stakeholders (January – April/May 2012), and start the preparation of the draft EIR (May 2012). | <ul style="list-style-type: none"> Technical Memos Scoping Summaries | 7/01/11 | 6/30/12 |

F. Anticipated Future Activities (FY 2012-13)

- Anticipated Future Activities**
- Prepare draft RTP/SCS Plan (November/December 2012), final RTP/SCS Plan (April 2013) and related supplementary reports (November – April 2013)
 - Prepare draft EIR on the RTP/SCS Plan (November/December 2012) and final EIR on RTP/SCS Plan (April 2013)
 - Adopt final RTP/SCS Plan (April 2013)

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|--|-------|----------------|
| 340,565 | 182,895 | 37,000 | 1,535,000 | | | 2,095,460 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--|--------------|----------------|
| 400,000 | T. C. | 130,000 | T. C. | | 1,565,460 | 2,095,460 |

Work Element 1122: Analyze Regional Data using GIS and Travel Models

A. Project Description

- | | |
|--------------------|---|
| Objectives | <ul style="list-style-type: none">▪ Develop, maintain, and implement robust analytical tools capable of supporting all manner of agency activities, including regional planning, federal and state air quality conformity, and federal, state, and regional equity analyses.▪ Develop, maintain, and implement robust mapping tools and data capable of supporting all manner of agency activities, including communicating with key stakeholders in an efficient, effective, and engaging manner. |
| Description | <ul style="list-style-type: none">▪ Federal and state air quality statutes rely heavily on regional travel demand models and other analytical tools to forecast the impact of transport projects and policies on the environment. MTC, as the Metropolitan Planning Organization (MPO), must implement analytical tools that meet the requirements of these statutes. MTC uses both the regional travel model as well as GIS tools to perform this work.▪ California Senate Bill 375 requires MPOs to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan that meet greenhouse gas (GHG) gas emission targets set by the California Air Resources Board. MTC, as the MPO, is required to use both analytical and visual tools to quantify and visualize the impact of transport projects and policies on greenhouse gas emissions.▪ Federal, state, regional, and local governments all have a keen interest in ensuring that transportation funds are distributed in an equitable manner. MTC uses our full arsenal of analytical tools, including the travel model and GIS, to support robust equity analyses.▪ Federal, state, regional, and local governments all have an interest in implementing an effective and efficient transportation system. MTC, cities, counties, and transit agencies use our analytical tools and data to support project, corridor, and regional-level planning studies.▪ Analytical tools need constant maintenance and routine improvements. Such efforts require MTC to collect, retrieve, and summarize data, including large-scale home interview surveys, transit on-board surveys, Census data, land use and transportation data, and a large array of geo-spatial data. |

B. Planning Factors Addressed

- | | |
|-----------------------------------|---|
| Planning Factors Addressed | <ol style="list-style-type: none">1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency2. Increase the safety of the transportation system for motorized and non-motorized users.3. Increase the security of the transportation system for motorized and non motorized users4. Increase the accessibility and mobility of people and for freight5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight7. Promote efficient system management and operation |
|-----------------------------------|---|

8. Emphasis the preservation of the existing transportation system

C. Previous Accomplishments

- Objectives** ■ Same as above
- Accomplishments** ■ Successfully developed and implemented a state-of-the-practice activity-based travel model.
- Successfully developed and implemented an interactive project data collection tool to support the Transportation Improvement Plan.
- Successfully developed and implemented an interactive Emergency Management System to support Emergency Response and Coordination activities for the Region's Transportation System.
- Work Products** ■ Transportation 2035: Travel Forecasts Data Summary

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|--|------------|----------|
| 1 | Staff will analyze scenarios in support of the RTP/SCS. | ■ Technical memos, reports, and presentations | 7/01/11 | 6/30/12 |
| 2 | Staff will collect home-interview survey data through a joint effort with the California State Department of Transportation | ■ Technical memos, reports, and presentations | 7/01/11 | 6/30/12 |
| 3 | Staff will collect transit on-board survey data | ■ Technical memos, reports, and presentations | 7/01/11 | 6/30/12 |
| 4 | Staff will update the representation of transport supply within the travel model | ■ Technical memos, reports, and presentations | 7/01/11 | 6/30/12 |
| 5 | Staff will support all manner of agency planning activities with technical analysis, visual data summaries, and web based tools to facilitate information dissemination. | ■ Maps, technical memos, reports, interactive mapping applications and presentations | 7/01/11 | 6/30/12 |
| 6 | Staff will manage and maintain all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS. | ■ Maps, technical memos, reports, interactive mapping applications and presentations | 7/01/11 | 6/30/12 |
| 7 | Staff will manage and maintain GIS base map database used by Bay Area Regional Transit Partners | ■ Technical memos, reports, and presentations | 7/01/11 | 6/30/12 |

F. Anticipated Future Activities (FY 2012-13)

Anticipated Future Activities ■ Prepare data collection products for next round of travel model development

F. Budget

| Salaries & Benefits | Indirect Services | | Other Operating Expenses | Consultant | | Other | | Total Expenses |
|---------------------|-------------------|--|--------------------------|------------|--|-------|--|----------------|
| 1,125,145 | 604,240 | | 157,000 | 1,915,000 | | | | 3,801,385 |

| FHWA PL | Toll Credit FHWA PL | FHWA PL FY' 11 Requires L.M. | FTA 5303 | Toll Credit FTA 5303 | STP PL | General Fund | Local Funds | Total Revenues |
|-----------|---------------------|------------------------------|----------|----------------------|---------|--------------|-------------|----------------|
| 1,100,000 | T. C. | 728,000 | 410,000 | T. C. | 926,385 | 437,000 | 200,000 | 3,801,385 |

Work Element 1124: Airport/Seaport/Freight Planning

A. Project Description

- Objectives**
- Finalize the Vision and Implementation Analysis Report, which was developed as part of the Regional Airport Planning Analysis (RASPA) update. The RASPA update defines the needs and roles of the commercial and general aviation airports in the region
 - Implement recommendations and workplan (see below)
 - Continue to monitor/support the Northern California program for the State Infrastructure Bond Trade Corridor Improvement Fund (TCIF) and future federal funding
 - Work with Caltrans in its update of the California State Rail Plan and Goods Movement Action Plan
 - Update Regional Seaport Plan as needed

Description

Proposed RASPA Workplan

Issue 1: Changing conditions which alter long-range planning assumptions

- Forecast Tracking System (High Priority). The forecast tracking system will enable early identification of trends that could lead to changes in forecasts for air passengers, air cargo, and aircraft operations levels. The forecasts (both regional and by airport) would be adjusted every 2-3 years, rather than the 5-10 year intervals that are currently the norm.
- Multi-Region Air Passenger Survey (High Priority). The survey would update the location of air passengers using all the airports in the Bay Area and surrounding regions (i.e., OAK, SFO, SJC, Sonoma County, Sacramento, Stockton, Monterey), their reasons for selecting the particular airport they are currently traveling from, and their mode of access.

Issue 2. Lack of regional mechanisms to influence airline decisions about which airports to serve

- Regional Airport Marketing Program (Medium Priority). A regional marketing program would be combined with new airline service initiatives at OAK and SJC to call attention to these new services as well as promote greater use of these airports by residents of the Bay Area.
- New Airline Route Study (Low Priority). Working with OAK and SJC, RAPC would develop a list of the most desired airline service additions at each airport and participate in discussions with the airlines about these opportunities.
- Airport Pricing Analysis (Medium Priority). RAPC would further examine the airline cost factors at each primary airport and determine how congestion pricing might affect future airline service decisions when there is a significant cost differential between Bay Area airports..

Issue 3: Difficulty implementing airport-originated demand management programs

- Congestion Tracking System (High Priority). RAPC would develop a methodology and reporting system to measure how close each airport is to their estimated runway capacity as well as track flight delays.
- Monitor Demand Management Developments at other Airports (High

Priority). RAPC staff would report on new approaches to demand management that are being tried at other airports around the country and their effectiveness.

- Reliever Airport Strategy (Low Priority). This purpose of this study would be to develop specific strategies for shifting corporate general aviation flights from air carrier airports to the region's major general aviation facilities.

Issue 4: Uncertainty regarding the timing and effectiveness of new air traffic control (ATC) technologies

- Regional Airspace Study (High Priority). Would look at key airspace interactions and sources of delay and determine what changes in airspace procedures would be needed to implement new ATC technologies

Issue 5: Uncertainty regarding the future role of some alternative airports

- Travis AFB-Updated Feasibility Study (Low/medium priority). This study would update RAPC's 1976 Joint Use Feasibility study conducted for Travis AFB.
- Moffett Federal Airfield-General Aviation Study (Low priority). The study would look at the need for Moffett Federal Airfield for emergency and future general aviation use.

Issue 6: Projected increase in community noise exposure around all airports (2007-2035)

- Long-Term Noise Mitigation Study for SFO (High Priority). This study would employ more detailed noise modeling tools to assess how noise exposure would increase at SFO with new ATC technologies and growth in operations, and detail how noise issues might affect future housing development.
- Focus Growth Review (High Priority). The regional agencies would analyze the current Focus Growth population forecasts and examine alternative land use patterns that could reduce the future population exposed to airport noise around all three Bay Area airports per SB 375 and its Sustainable Communities Strategy. RAPC will also work closely with each county Airport Land Use Committee (ALUC) to review local development's compatibility with RASPA update and local Airport Land Use Plans.

Issue 7: Effectiveness of RAPC as a regional aviation planning body

- To be determined

Monitor State Infrastructure Bond Trade Corridor Improvement Fund and Future Federal Funding

- The California Transportation Commission (CTC) approved a \$3 billion program of projects for the Trade Corridor Improvement Fund (TCIF), part of the Proposition 1B directed \$2.0 billion of the state's roughly \$20 billion bond measure.
- The slate of highway, rail and seaport improvements approved for funding

included \$825 million for 14 projects in Northern California. Six of the 14 Northern California goods-movement projects approved by the CTC are in the Bay Area.

- These include improvements at the Port of Oakland, relocation of the Interstate 80 Cordelia truck scales and the addition of an eastbound truck-climbing lane on Interstate 580 over the Altamont Pass
- Working with other councils of governments, county congestion management agencies, ports, and railroads, MTC is continuing to support the Northern California program for the State Infrastructure Bond Trade Corridor Improvement Fund and future federal funding.

Regional Seaport Planning

- Seaport planning activities include amending the *Regional Seaport Plan* as necessary, monitoring of waterborne cargo forecasts and evaluating port ground access improvements.
- The San Francisco Bay Area Seaport Plan is the product of a cooperative planning effort of the Metropolitan Transportation Commission (MTC) and the San Francisco Bay Conservation and Development Commission (BCDC).
- The MTC uses the Seaport Plan to assist in making project funding decisions and managing the metropolitan transportation system, and BCDC uses the Seaport Plan to help guide its regulatory decisions on permit applications, consistency determinations, and related matters.
- Areas determined to be necessary for future port development are designated as *port priority use areas* and are reserved for port-related and other uses that will not impede development of the sites for port purposes. From time to time ports and developers ask that port priority areas be changed or eliminated to allow other land uses. Before BCDC will allow this change, an analysis must be conducted that determines if existing port priority use areas can accommodate projected growth, or if new areas need to be established.
- In order to keep pace with the growing demands of the regional economy in a manner that minimizes negative impacts on mobility, safety, transportation security, and quality of life, MTC and its partner agencies must address a broad range of issues and develop effective strategies that support our airports, seaports and goods movement activities in the region.

B. Planning Factors Addressed

Planning Factors Addressed

1. support the economic vitality of the region, especially its global competitiveness, productivity and efficiency;
2. increase the security of the transportation system;
3. increase accessibility and mobility for people and freight;
4. protect and enhance the environment;
5. enhance transportation system integration and connectivity;
6. promote efficient management and operation, and
7. emphasize the preservation of the existing transportation system.

C. Previous Accomplishments

- Objectives** ■ Same as above
- Accomplishments** ■ Goods Movement Initiatives (2009 Update)
 ■ General Aviation Element of the Regional Airport System Plan (June 2003)
 ■ Regional Airport System Plan Update 2000 (September 2000)
 ■ San Francisco Bay Area Seaport Plan (Amended through January 2007)
- Work Products** ■ Same as above

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|--------------------------------|------------|----------|
| 1 | Proposed RASPA Workplan | ■ See above | 5/01/11 | 6/30/12 |
| 2 | Monitor Northern California program for the TCIF | ■ Program of projects delivery | Ongoing | |
| 3 | Regional Seaport Planning | ■ Plan Amendments | As needed | |

E. Anticipated Future Activities (FY 2012-13)

- Anticipated Future Activities** ■ Same as above

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 111,363 | 59,805 | | | | 171,168 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--------------|----------------|
| 100,000 | T. C. | 30,000 | T. C. | 41,168 | 171,168 |

Work Element 1125: Non-Motorized Transportation Planning

A. Project Description

- | | |
|--------------------|---|
| Objectives | <ul style="list-style-type: none">▪ Implement MTC's Routine Accommodations Policy to assist and encourage local jurisdictions to consider the needs of bicyclists and pedestrians in planning and project development.▪ Achieve MTC's Regional Transportation Plan (RTP) goals of CO₂ reduction, safety and mobility.▪ Prepare Regional Bicycle and Pedestrian Plan in consultation with Bay Area counties.▪ Provide policy for programming regional discretionary funding for the Regional Bikeways Network.▪ Collect and analyze performance measure data for levels of active transportation. |
| Description | <ul style="list-style-type: none">▪ MTC's Routine Accommodations Policy (MTC Resolution No. 3765) calls for local agencies to plan for all roadway users needs in planning and project development. The Complete Streets Checklist is required to be completed by agencies receiving regional discretionary funding for project that affect the travel way.▪ The Regional Transportation Plan (RTP) is a blueprint that guides that Bay Area region's transportation development for a 25-year period. As a result of Senate Bill 375, MPOs are required to develop a Sustainable Communities Strategy to reach greenhouse gas (GHG) targets. Bicycling and walking are key components to achieving these targets.▪ The Regional Bicycle Plan identifies a network of regionally significant bicycle facilities, is a component of the RTP.▪ In 2006, MTC completed the Pedestrian Districts Study, which developed a typology of pedestrian districts and provided tools for local jurisdictions to plan for districts around transit hubs. |

B. Planning Factors Addressed

- | | |
|-----------------------------------|--|
| Planning Factors Addressed | <ol style="list-style-type: none">1. Increase the safety of the transportation system for motorized and non-motorized users.2. Increase the security of the transportation system for motorized and non motorized users3. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.4. Enhance the integration and connectivity of the transportation system, across and between modes. |
|-----------------------------------|--|

C. Previous Accomplishments

- | | |
|------------------------|--|
| Objectives | <ul style="list-style-type: none">▪ Same as above |
| Accomplishments | <ul style="list-style-type: none">▪ MTC adopted the Complete Streets Policy in 2006▪ MTC adopted the <i>Regional Bicycle Plan update</i> in April 2009.▪ The online Complete Streets Checklist was released in summer 2010 |

- Work Products**
- Regional Bicycle Plan (April 2009)
 - Regional Pedestrian Safety Summit (January 2010)
 - Pedestrian Districts Study (2006)

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|--|------------|----------|
| 1 | Regional Bicycle and Pedestrian Plan update. | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes ▪ Updated plan (2013) | 7/01/11 | 4/1/13 |
| 2 | Continue to staff the Regional Bicycle Working Group and Regional Pedestrian Committee | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Meeting agendas and notes | 7/01/11 | 6/30/12 |
| 3 | Staff will continue to evaluate, manage and monitor the implementation of the Complete Streets Checklist | <ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Staff reports ▪ Presentation Materials | 7/01/11 | 6/30/12 |
| 4 | Staff will manage the consultant contract to provide non-motorized training to local agencies | <ul style="list-style-type: none"> ▪ Presentation Materials ▪ Meeting agendas and notes | 7/01/11 | 12/31/11 |

F. Anticipated Future Activities (FY 2012-13)

- Anticipated Future Activities**
- Prepare draft and final Regional Bicycle and Pedestrian Plan

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 52,373 | 28,126 | 0 | 10,000 | | 90,500 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--------------|----------------|
| 50,000 | T. C. | 10,000 | T. C. | 30,500 | 90,500 |

Work Element 1212: Performance Measurement and Monitoring

A. Project Description

- | | |
|--------------------|--|
| Objectives | <ul style="list-style-type: none">▪ Work with Bay Area partners and other stakeholders to identify transportation system performance measures for use in long-range planning and monitoring performance of the transportation system consistent with federal Planning Emphasis Area▪ Prepare the <i>State of the System Report</i> in cooperation with Bay Area transportation agencies and the Association of Bay Area Governments (ABAG) |
| Description | <ul style="list-style-type: none">▪ Prepare the regional Congestion Management Process (CMP)▪ Progress toward the SCS/RTP Performance targets will be monitored in part with a number of transportation system and regional housing indicators that will be collected and analyzed as part of supplemental analysis.▪ The <i>State of the System Report</i> has been produced on an annual basis beginning in 2002. It includes measures of transportation system performance for transportation modes from the user's perspective.▪ The CMP is required under federal guidelines and identifies congested areas and mobility issues through monitoring; identification, evaluation and selection of strategies to address congestion and mobility issues; and implementation of the selected strategies. |

B. Planning Factors Addressed

- | | |
|-----------------------------------|--|
| Planning Factors Addressed | <ol style="list-style-type: none">1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency2. Increase the safety of the transportation system for motorized and non-motorized users.3. Increase the security of the transportation system for motorized and non motorized users4. Increase the accessibility and mobility of people and for freight5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight7. Promote efficient system management and operation8. Emphasis the preservation of the existing transportation system |
|-----------------------------------|--|

C. Previous Accomplishments

- | | |
|------------------------|---|
| Objectives | <ul style="list-style-type: none">▪ Same as above |
| Accomplishments | <ul style="list-style-type: none">▪ MTC has adopted a Congestion Management Process (once called a Congestion Management System) approximately every two years since 1995 |
| Work Products | <ul style="list-style-type: none">▪ Transportation 2035 Plan Performance Assessment Report (December 2008)▪ State of the System data published on MTC website, since 2002▪ Performance Assessment of the Regional Transportation Improvement Program, since 2002▪ Bay Area Congestion Management Process, since 1995 |

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|---|--|------------|----------|
| 1 | Assemble data and publish Bay Area Transportation: State of the System report to track progress toward performance targets in the SCS/RTP | <ul style="list-style-type: none"> Technical reports Data posted to web site | 7/01/11 | 6/30/12 |
| 2 | Performance analysis of the Regional Transportation Improvement Program (RTIP) as required by CTC guidelines | <ul style="list-style-type: none"> Technical reports | 7/01/11 | 6/30/12 |

F. Anticipated Future Activities (FY 2012-13)

Anticipated Future Activities

- Prepare a State of the System report
- Update the Bay Area Congestion Management Process

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 227,300 | 122,067 | | | | 349,367 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--------------|----------------|
| 200,000 | T. C. | 100,000 | T. C. | 49,367 | 349,367 |

Work Element 1311: Implement Lifeline Transportation Program

A. Project Description

- Objectives**
- Improve mobility in the region's 44 Communities of Concern (COCs), identified as areas with either 30% low income or 70% minority populations or higher.
 - Understand the needs of different COCs through community based planning processes that result in clearly identified projects that will enhance mobility and can be funded with Lifeline or other funds.

Description

In the Transportation 2035 Plan, the Commission identified the total to nearly \$700 million over the plan's 25-year span. As outlined in the adopted guidelines, the program is administered at the county level, primarily through county Congestion Management Agencies (CMAs). Thus far, there have been two cycles of Lifeline funding. MTC staff work closely with the CMAs to ensure effective implementation of the program funds.

Staff will be implementing the results of the Lifeline Program Evaluation undertaken in FY 2011-12 to ensure the projects selected and implemented are having the highest possible impact. There is expected to be a third cycle call for projects in summer 2011, depending on the status of the Federal Transportation Bill's reauthorization.

Staff continues to work closely with county Congestion Management Agencies to implement community-based transportation planning (CBTP) in the remaining COCs that do not have an adopted CBTP. The Commission approved planning funding in an additional 18 communities of concern, which will continue throughout FY 2011-12 as the final 14 are finished. The CBTP program is a collaborative planning process that engages low-income residents in identifying and prioritizing their transportation needs, as well as solutions to address them. Staff has begun to implement strategies outlined in the SAFETEA-mandated Public Transit-Human Services Transportation Plan which was adopted by the Commission in December 2007 and is referenced in the Transportation 2035 Plan. MTC received a Caltrans Transit Planning grant to examine the transit accessibility and coordination of East Bay health care and social service locations.

B. Planning Factors Addressed

Planning Factors Addressed

Increased accessibility and mobility for low income and minority households;
Ability to reach essential services and employment opportunities.

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Lifeline program evaluation (2011)
- Community Based Transportation Plans (ongoing)
- Lifeline projects implemented (ongoing)

Work Products

- For a complete listing of completed Community-Based Transportation Plans, see MTC's Website under Planning at: <http://www.mtc.ca.gov/planning/cbtp/>
- For a complete list of grants awarded by the Lifeline program see: <http://www.mtc.ca.gov/planning/lifeline/>

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|---|--|-------------|---------------|
| 1 | <ul style="list-style-type: none"> • Community Based Transportation Plans (local jurisdictions, TBD) | Finish all remaining Community-based plans | July 2011 | June 2012 |
| 2 | <ul style="list-style-type: none"> • Continue to monitor the Lifeline funding program | Status report on Lifeline Program activities - initiate overall Program Evaluation (program performance) | July 2011 | June 2012 |
| 3 | <ul style="list-style-type: none"> • Next Call for Projects for Lifeline Transportation Program | Cycle 3 list of projects to fund starting in 2011/12 | August 2011 | December 2011 |
| 4 | <ul style="list-style-type: none"> • Implement strategies outlined in the Coordinated Public Transit-Human Services Transportation Plan, including transportation/land use connections and mobility management | Lifeline and other projects implemented consistent with the Coordinated Plan | July 2011 | June 2012 |
| 5 | <ul style="list-style-type: none"> • Work on strategies to improve local data collection. | Updated Snapshot performance indicators for Communities of Concern | July 2011 | October 2011 |

E. Anticipated Future Activities (FY 2012-13)**Anticipated Future Activities**

- Ongoing implementation of projects identified in CBTPs
- Updates to CBTPs adopted prior to 2006

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 173,152 | 92,988 | | | | 266,140 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--------------|----------------|
| 200,000 | T. C. | 0 | T. C. | 66,140 | 266,140 |

Work Element 1312: Support Title VI and Environmental Justice

A. Project Description

Objectives Support Title VI and Environmental Justice

Description MTC is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex or age, as provided in Title VI of the Civil Rights Act and 49 Code of Federal Regulations Section 5332.

B. Factors Addressed

Factors MTC is committed to:

Addressed

- Increase the accessibility and mobility of people and for freight

C. Previous Accomplishments

Planning Same as above

Objectives

Accomplishments Beneficiary Notifications: MTC informs members of the public of their rights under Title VI in a number of ways, including notification at the MTC offices, on MTC's website and in MTC's Library. MTC incorporates notice of the availability of language assistance into its existing outreach materials. For special projects, such as the region's long-range transportation plan, MTC works with stakeholders to inform LEP individuals of available services, including the availability of language assistance services. Please visit http://www.mtc.ca.gov/get_involved/lep.htm for a sampling of information provided.

Limited English Proficient (LEP) Persons: In September 2010, the Commission adopted its *Plan for Special Language Services to Limited English Proficient (LEP) Populations*. The Plan for Special Language Services to Limited English Proficient (LEP) Populations can be viewed at: http://www.mtc.ca.gov/get_involved/lep.htm

Public Participation Plan (PPP): MTC's Final 2010 Public Participation Plan was adopted by the Commission on December 15, 2010. The PPP can be viewed at: http://www.mtc.ca.gov/get_involved/participation_plan.htm

Outreach related to the 2013 Sustainable Communities Strategy/Regional Transportation Plan

(SCS/RTP): Within the limits of available funding, public engagement efforts for the SCS/RTP will include, but may not be limited to:

Public workshops in all nine Bay Area counties;

Grants to community non-profit organizations in communities of concern for assistance in engaging their residents;

Specialized focus groups;

A statistically relevant public opinion poll (also available in languages other than English); and

Use of techniques to involve the public, including low-income communities and communities of color.

Equity Analysis of Regional Transportation Plan/Sustainable Communities Strategy. MTC initiated a Regional Equity Working Group to assist the regional agencies in identifying equity issues, an analysis framework, and supportive policies that can add value to the process and/or address identified issues.

This group will meet monthly throughout the development of the RTP and Sustainable Communities Strategy in 2011 and 2012 with the goal advising staff in delivering an Equity Analysis of the Draft RTP/SCS that satisfies Title VI/EJ requirements for the metropolitan planning process.

Investment Analysis of 2011 Transportation Improvement Program (TIP)

MTC conducted an investment analysis of the 2011 with a focus on minority and low-income residents. The investment analysis used demographic and geographic criteria to calculate the shares of 2011 TIP investments that will flow to the identified low-income and minority communities, and compared those shares with the proportional size of this group's population and trip-making, relative to that of the general population.

Equity Analysis of Clippersm fare payment system transition: While MTC is not the system operator, MTC has initiated a Title VI fare analysis, consistent with Chapter V.4 of Circular 4702.1A in order to ensure that MTC Resolution 3866 does not mandate fare changes with a disproportionately high and adverse impact on minority, low-income or LEP customers.

Work Products

- Define and complete a short-range snapshot analysis (June, 2010)
- TIP Investment Analysis Report (September, 2010)
- Title VI Quadrennial Report (November 2010)
- Revised Program Management Plan (December 2010)
- Final 2010 Public Participation Plan
- Plan for Special Language Services to Limited English Proficient (LEP) Populations

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|---|---|------------|----------|
| 1 | Develop and implement public outreach activities for regional transportation plans that engage EJ communities. | <ul style="list-style-type: none"> ▪ Meeting agendas and notes ▪ Presentation Materials ▪ Staff reports | 7/01/11 | 6/30/12 |
| 2 | Continue to prepare Title VI reviews. | | 7/01/11 | 6/30/12 |
| 3 | Continue to develop and implement equity analysis methodology for RTP and Sustainable Communities strategy in partnership with advisors and other | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and | 7/01/11 | 6/30/12 |

| | | | | |
|---|---|---|---------|---------|
| | stakeholders. | notes | | |
| 4 | Continue to work with Policy Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance environmental justice in the region. | <ul style="list-style-type: none"> Staff reports Presentation Materials Technical reports Meeting agendas and notes | 7/01/11 | 6/30/12 |
| 5 | Lifeline Transportation Program Evaluation | <ul style="list-style-type: none"> Staff reports Presentation Materials Technical reports Meeting agendas and notes | 7/01/11 | 6/30/12 |
| 6 | 2013 TIP Equity/Investment Analysis including meeting with the advisory committees and council | <ul style="list-style-type: none"> Staff reports Presentation Materials Technical reports 2013 TIP Draft Equity/Investment Analysis | 3/01/12 | 6/30/12 |

F. Anticipated Future Activities (FY 2012-13)

| | |
|--------------------------------------|---|
| Anticipated Future Activities | Participate in Title VI Working Group |
| | Prepare Title VI reviews |
| | Public outreach activities for regional transportation plans that engage EJ communities. |
| | Complete equity analysis of RTP and Sustainable Communities Strategy |
| | Research best practices around the nation for other TIP investment/equity analysis and incorporate said practices into the MTC methodology |
| | Engage with partners and the public to refine the TIP investment analysis process and develop the Draft 2013 TIP Equity/ Investment analysis. |

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|--------------------------------|--------------------------|---------------------------------|-------------------|--------------|-----------------------|
| 80,599 | 43,284 | | | | 123,883 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|----------------|----------------------------|-----------------|-----------------------------|---------------------|-----------------------|
| 100,000 | T. C. | 0 | T. C. | 23,883 | 123,883 |

Work Element 1412: Transportation Conformity & Air Quality Planning

A. Project Description

Objectives

- Prepare State Implementation Plans to demonstrate how the San Francisco Bay Area air basin achieves applicable federal air quality standards.
- Demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) prepared by MTC conform to the purpose of the State Implementation Plan (SIP) through a transportation conformity process required by the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)).
- Conduct air quality planning and policy analysis in response to federal and state air quality regulations

Description

State Implementation Plan

- MTC is a co-lead agency, along with Bay Area Air Quality Management District (BAAQMD) and Association of Bay Area Governments (ABAG), for preparation of State Implementation Plan (SIP). More specifically, MTC develops and analyzes Transportation Control Measures (TCMs) for potential inclusion in attainment and potential maintenance plans.
- In June 2004, the Bay Area was designated as a marginal nonattainment area of the national 8-hour ozone standard. US EPA lowered the national 8-hour ozone standard from 0.80 to 0.75 PPM (ie.e. 75 ppb) effective May 27, 2008. EPA will issue final designations based upon the new 0.75 ppm ozone standard by July 31, 2011. The latest approved SIP for ozone is the *2001 Ozone Attainment Plan*.
- U.S EPA lowered the 24-hour PM_{2.5} standard from 65 µg/m³ to 35 µg/m³ in 2006. U.S. EPA designated the Bay Area as nonattainment of the PM_{2.5} standard on October 8, 2009. The effective date of the designation is December 14, 2009 and the Bay Area Air Quality Management District has three years to develop the SIP that demonstrates the Bay Area will achieve the revised standard by December 14, 2014. The SIP for the new PM_{2.5} standard must be submitted to the U.S. EPA by December 14, 2012.

Transportation Conformity

- The Transportation-Air Quality Conformity Analysis prepared by MTC is a technical analysis that demonstrates how the transportation activities in the RTP and TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The goal of transportation conformity is to ensure that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and public transportation activities that are consistent with air quality goals. The air quality standards addressed in the conformity analysis include ozone, carbon monoxide and fine particulate matter (PM_{2.5}) standards.
- MTC's Resolution No. 3757 outlines procedures to be undertaken by the MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, State and local air agencies and, before making transportation conformity determinations on the RTP and Transportation Improvement Program (TIP). Interagency consultation on transportation conformity and related air quality planning is facilitated through

MTC's Air Quality Conformity Task Force.

- MTC's Resolution No. 3946 outlines procedures to be undertaken by MTC, EPA, Caltrans, FHWA, FTA, and State and local air agencies regarding interagency consultation procedures for PM_{2.5} hot-spot analysis for the Bay Area. Interagency consultation on project-level PM_{2.5} conformity is also facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM_{2.5} non-attainment area, Bay Area project sponsors are required to undergo project level conformity determinations for PM_{2.5} if their project meets certain criteria for projects of air quality concern.

Air Quality Planning & Policy Analysis

- MTC performs air quality and planning analysis on a wide range of federal and state air quality regulations and policies.
- MTC coordinates with the California Air Resources Board on the development of its regional emissions analysis, and prepare model assumptions and analysis for use by CARB.
- MTC assists the BAAQMD in preparing air quality planning and analysis for state-mandated Clean Air Plans, including the development of TCMs. In addition, MTC prepares annual reports on the implementation of TCMs in the adopted CAP. The latest CAP is the *2010 Clean Air Plan* adopted by BAAQMD in October 2010.
- MTC plans, develops and manages various air quality and climate protection policies, strategies and initiatives to address state and federal air quality requirements.

B. Planning Factors Addressed

| | |
|-----------------------------------|--|
| Planning Factors Addressed | 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
|-----------------------------------|--|

C. Previous Accomplishments

| | |
|------------------------|--|
| Objectives | <ul style="list-style-type: none"> ▪ Same as above |
| Accomplishments | <ul style="list-style-type: none"> ▪ MTC adopted MTC Resolution No. 3946, which outlines procedures for interagency consultation on PM_{2.5} project-level conformity. ▪ MTC prepared the <i>Transportation-Conformity Analysis for the 2011 Transportation Improvement Program and Transportation 2035 Plan</i>, which was approved by the Commission in October 2010. FHWA and FTA issued joint approve of this conformity determination in December 2010. ▪ MTC developed the TCMs for inclusion in the BAAQMD's 2010 Bay Area Clean Air Plan. |
| Work Products | <ul style="list-style-type: none"> ▪ MTC Resolution No. 3946 ▪ Transportation-Air Quality Conformity Analysis for the 2011 Transportation Improvement Program and Transportation 2035 Plan ▪ 2010 Bay Area Clean Air Plan |

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|------------------|---------------|------------|----------|
|----------|------------------|---------------|------------|----------|

| | | | | |
|---|---|--|---------|---------|
| 1 | Staff will conduct interagency consultation regarding transportation conformity, PM2.5 project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task. The Task Force meets on a quarterly basis, but may meet monthly, as needed, due to the PM2.5 project-level conformity interagency consultation needs. | <ul style="list-style-type: none"> Staff reports Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes | 7/01/11 | 6/30/12 |
| 2 | Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, if needed, though not anticipated | <ul style="list-style-type: none"> Transportation conformity analysis | 7/01/11 | 6/30/12 |
| 3 | Staff will coordinate with BAAQMD and ABAG on preparation of the PM2.5 SIP. | <ul style="list-style-type: none"> Consultation meetings | 7/01/11 | 6/30/12 |
| 4 | Staff will coordinate with the CARB on state air quality planning issues and emissions model development or update, as needed. | <ul style="list-style-type: none"> Consultation meetings Technical memos Data Exchange | 7/01/11 | 6/30/12 |
| 5 | Staff will prepare annual TCM progress reports for the 2010 CAP. | <ul style="list-style-type: none"> Report | 7/01/11 | 6/30/12 |
| 6 | Staff will plan, develop and prepare various air quality and climate protection policies, strategies and initiatives in response to state and federal air quality requirements. | <ul style="list-style-type: none"> To be determined | 7/01/11 | 6/30/12 |

F. Anticipated Future Activities (FY 2012-13)

Anticipated Future Activities ■ Prepare draft and final Transportation-Air Quality Conformity Analysis for the 2013 Regional Transportation Plan and Transportation Improvement Program

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 191,795 | 103,000 | 0 | 0 | 0 | 294,795 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--------------|----------------|
| 200,000 | T. C. | 50,000 | T. C. | 44,795 | 294,795 |

Work Element 1612: Proposition 84 PL

Description

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), as the Metropolitan Planning Organization (MPO) and Council of Governments (COG) respectively, are charged with developing the region's first Sustainable Communities Strategy (SCS) to implement SB 375 in the nine-county San Francisco Bay Area. Our agencies have established strong partnerships with local governments and a variety of stakeholder groups through the FOCUS program, the region's state-funded regional blueprint planning program. This planning work will leverage these partnerships to build support for the successful adoption of a SCS that meets the region's greenhouse gas reduction target established by the California Air Resources Board and future housing demand for all income categories. *One Bay Area: A Community Strategy for a Sustainable Region* will lead to the development of a draft SCS in spring 2012 and will be completed and adopted in spring 2013.

Ongoing tasks:

- Task 1: Support Targeted Community Engagement in Disadvantaged Communities
- Task 2: Obtain Visualization Tools to Engage Stakeholders in SCS Policy Discussions
- Task 3: Identify Performance Indicators, Evaluate SCS Scenarios, and Monitor Progress
- Task 4: Identify SB 375 CEQA Benefits
- Task 5: Coordinate with Adjoining MPOs and COGs on Interregional Planning Issues
- Task 6: Support Local Government Implementation of SCS Strategies
- Task 7: Develop a Regional Economic Development Strategy and Supporting Planning Initiatives

Products

Estimated Completion Date

| | |
|---|------------------|
| Targeted engagement and public workshop reports | Ongoing FY 11/12 |
| Visualization tools for public engagement | November 2011 |
| List of Performance Indicators | October 2011 |
| Identified set of CEQA benefits for projects consistent with the SCS | January 2012 |
| Report summarizing inter-regional coordination issues with neighboring MPOs | June 2012 |
| Support SCS Implementation | Ongoing FY 11/12 |
| Regional Economic development strategy report | October 2011 |

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Proposition 84 PL | General Fund | Total Revenues |
|---------|---------------------|----------|-------------------|--------------|----------------|
| 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |

\$800,000 of Proposition 84 funds is for ABAG and \$200,000 is for MTC

Work Elements 1130: Legislation and Public Affairs

Objectives

This subcategory provides for monitoring, analyzing, proposing and evaluating legislation and regulations that affect MTC. In addition, this subcategory provides for advocacy activities before state and federal legislative bodies or representatives. Further, it covers MTC's efforts to inform and involve the public in MTC's key initiatives, decisions and operational project's activities.

Major Tasks

- **Implement public information program**
- **Library Services**

| Major Products to be delivered in FY 2011-12 | Estimated Completion Dates |
|---|-----------------------------------|
| Annual Report to Sacramento delegation | Winter 2011 |
| Annual Report to Congressional Delegation | Winter 2011 |

Work Element 1112: Implement Public Information Program

A. Project Description

Objectives

- Involve the interested public in transportation planning, fund programming and allocation processes, including those in under-represented groups.
- Inform the media and public about current transportation activities, including regional operations projects, such as 511, Clipper (formerly TransLink®) and Freeway Service Patrol.
- Provide opportunities for early and continuous public participation in the transportation planning process in accordance with the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and federal policy by means of organized outreach and involvement activities, and through the recent formation of the Policy Advisory Council.
- Provide opportunities for public participation in the development of the Regional Transportation Plan/Sustainable Communities Strategy.
- Promote the use of the alternate transportation modes through marketing and public information programs.
- Manage the Climate Initiatives Public Outreach Program.

Description

Public Participation under SAFETEA, SB 375

- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users — better known as SAFETEA — signed into law in 2005, underscores the need for public involvement and requires metropolitan planning agencies such as MTC to “provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment” on transportation plans and programs.
- SAFETEA legislation also requires MTC — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.
- Under a new state law (SB 375, Steinberg, Chapter 728, 2008 Statutes), MTC and the Association of Bay Area Governments must develop a regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law calls upon the Metropolitan Transportation Commission (MTC) to develop a plan to involve the public in this process. The goal is to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of stakeholders.

Public Participation Plan

- SB 375 calls for a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan. This plan is rooted in the principles that are included in MTC’s federally required Public Participation Plan, along with the new requirements as outlined in SB 375.

B. Planning Factors Addressed

| | |
|-----------------------------------|--|
| Planning Factors Addressed | <ol style="list-style-type: none">1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency2. Increase the safety of the transportation system for motorized and non-motorized users.3. Increase the security of the transportation system for motorized and non motorized users4. Increase the accessibility and mobility of people and for freight5. Target underrepresented groups in MTC's outreach efforts, ensuring equity in our planning efforts.6. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns7. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight8. Promote efficient system management and operation9. Emphasis the preservation of the existing transportation system |
|-----------------------------------|--|

C. Previous Accomplishments

| | |
|------------------------|---|
| Objectives | <ul style="list-style-type: none">• Same as above |
| Accomplishments | <ul style="list-style-type: none">• MTC adopted the <i>Public Participation Plan</i> in December 2010. |
| Work Products | <ul style="list-style-type: none">• MTC's Annual Report• <i>Transactions</i> newsletter• Press releases, media advisories, etc.• E-mail notifications• Brochures, postcards• Web site updates• Public meetings, workshops and regional forums• Videos and social media content |

D: Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|-----------------|---|--|-------------------|-----------------|
| 1 | Support public meetings and other public participation activities per Public Participation Plan | Meetings and briefing materials | 7/01/11 | 6/30/12 |
| 2 | Conduct media relations activities: prepare news releases and press packets; respond to requests for information; arrange press conferences; write and place op-ed pieces and articles; arrange editorial meetings; place commissioners and staff on public affairs shows | News releases, press packets, press events, articles | 7/01/11 | 6/30/12 |
| 3 | Oversee content and design for the agency's primary Web site as well as the BATA Web site; develop subsidiary Web sites as needed | MTC Website, BATA Website | 7/01/11 | 6/30/12 |
| 4 | Manage public participation for MTC's Regional Transportation Plan (including the new SB 375/Sustainable Communities Strategy), the Transportation Improvement Program and the Transit Sustainability Project | Public Participation Plan | 7/01/11 | 6/30/12 |
| 5 | Document formal Tribal government-to-government relations separately from public participation efforts, and solicit early involvement of Tribal governments and associated Native American organizations and individuals in public participation efforts | Government-to-Government Consultation to Native American Tribes report | 7/01/11 | 6/30/12 |
| 6 | Manage the Regional Measure 2 Marketing Program | N/A | 7/01/11 | 6/30/12 |
| 7 | Manage Climate Initiatives Outreach Program | Social marketing campaign, School and Youth Outreach Program | 7/01/11 | 6/30/12 |
| 8 | Transactions newsletter, annual report and other agency information products | Newsletters, reports | 7/01/11 | 6/30/12 |
| 9 | Provide editorial support to agency (including speeches, brochures, etc) | N/A | 7/01/11 | 6/30/12 |

F. Anticipated Future Activities (FY 2012-13)

Anticipated Future Activities ■ Support outreach related to adoption of the RTP/SCS Plan and related supplementary reports

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | | Other | | Total Expenses |
|--------------------------------|--------------------------|---------------------------------|-------------------|--|--------------|--|-----------------------|
| 1,757,810 | 944,002 | 200,000 | 1,040,000 | | | | 3,941,812 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | STP PL | General Fund | Local Funds | Total Revenues |
|------------------|----------------------------|-----------------|-----------------------------|----------------|---------------------|--------------------|-----------------------|
| 1,700,000 | T. C. | 260,000 | T. C. | 442,615 | 964,197 | 575,000 | 3,941,812 |

Work Element 1156: Library Services

A. Project Description

Objectives

- Provides library and information services for MTC Commission and staff, for ABAG and transit agency boards and staff, for employees of other public agencies, and for the public.
- Maintains and archives MTC publications and documents for the Commission's internal records.

Description

- The MTC/ABAG Library, managed by the Metropolitan Transportation Commission (MTC) and also sponsored in part by the Association of Bay Area Governments (ABAG), has an extensive collection of reports, books, and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area, and is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields.
- The library houses 23,000 books, periodicals and reports, including local, California and federal government documents, all MTC and ABAG publications, city and county general plans and environmental reports, traffic counts and forecasts, 1,000 serial titles (magazines, newspapers, annual reports, etc.), demographic data including U.S. Census reports for 1960-1990, earthquake maps, transportation and urban planning, construction reports for bridges, tunnels and roads, housing, public policy, economics and regional planning.
- The library is open to the public and participates in interlibrary loans.
- The library provides extensive reference assistance by telephone, email, fax and in-person.

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasis the preservation of the existing transportation system

C. Previous Accomplishments

- Objectives** • Same as above
- Accomplishments** • Same as below.
- Work Products** • Electronic news clippings summary
 • Updates to Library Holdings
 • MTC Publications Bibliography
 • MTC Web Pages
 • New in the Library Bibliography

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|----------------|------------|----------|
| 1 | Manage MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG | | 7/01/11 | 6/30/12 |
| 2 | Provide reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public | | 7/01/11 | 6/30/12 |
| 3 | Screen major media, prepare and disseminate daily electronic "Transportation Headlines" compilation via email and Web | Daily email | 7/01/11 | 6/30/12 |
| 4 | Maintain the MTC Records Management Program for archiving internal records | | 7/01/11 | 6/30/12 |
| 5 | Maintain the MTC Publications Distribution Center | | 7/01/11 | 6/30/12 |
| 6 | Publish bibliographies of MTC and ABAG publications | Bibliographies | 7/01/11 | 6/30/12 |
| 7 | Provide electronic access to Library catalog through the Internet | | 7/01/11 | 6/30/12 |
| 8 | Publish a quarterly listing of library acquisitions | | 7/01/11 | 6/30/12 |
| 9 | Maintain the library and publications sections of MTC's Web page | Web pages | 7/01/11 | 6/30/12 |
| 10 | Serve as an affiliate of the State Data Center | | 7/01/11 | 6/30/12 |
| 11 | Maintain the Bay Area Census Web site | Web statistics | 7/01/11 | 6/30/12 |
| 12 | Manage the Electronic Information Delivery Service (Gov Delivery) | | 7/01/11 | 6/30/12 |

E. Anticipated Future Activities (FY 2012-13)

Anticipated Future Activities ■ Same as above

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 254,506 | 136,678 | | | | 391,183 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--------------|----------------|
| 200,000 | T. C. | 100,000 | T. C. | 91,183 | 391,183 |

Work Element 1230: Improve Highway and Arterial Operations and Management

Objectives

MTC improves the overall efficiency of freeway and arterial routes through its MTC SAFE call box and FSP, freeway performance, incident management, and arterial operations programs.

Major Programs

- **Emergency response and security programs**
- **Implement the Regional Express Lanes Network**

Work Element 1229: Emergency Response and Security Program

A. Project Description

Objectives

- Work with state, regional and local agencies to ensure timely and coordinated response to any regional emergency, through advanced planning and preparation such as the development of regional emergency response coordination plans, the Regional Transportation Emergency & Security Planning Report, the facilitation of regional transportation emergency preparedness exercises and coordination of security training for transportation agency personnel.
- Support federal legislation to promote adequate security funding for multimodal transportation systems.
- Support federal legislation to ensure timely reimbursement of emergency funding used to repair damaged transportation infrastructure.

Description

- MTC's regional emergency response and security planning efforts focus on ensuring emergency response readiness and securing critical transportation infrastructure.
- MTC has established a regional transportation emergency preparedness goal to coordinate response and recovery efforts resulting from man-made and natural events in order to minimize the threat and impact to lives, property and the regional economy.
- These efforts include the development of regional emergency response plans; serving as a regional clearinghouse during the immediate response and recovery phase of an emergency; and coordination of annual emergency preparedness exercises.

B. Federal Planning Factors

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.

C. Previous Accomplishments

- Objectives**
- Enhance emergency multimodal response and coordination capabilities of regional transportation agencies
- Accomplishments**
- Conduct of May 2010 Regional Transportation Functional Exercise
 - Contribute to the development of the regional Local Hazard Mitigation Plan and Mass Transportation Evacuation Plan
- Work Products**
- Exercise Plans, Manuals, After Action Reports and Improvement Plans

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|--|---------------|---------------------------|
| 1 | <p>Tabletop Exercise</p> <p><i>MTC shall work with the Trans Response Steering Committee and the exercise design team to define and develop the scenario to be used for the tabletop exercise/workshop. It is anticipated that the tabletop exercise/workshop scenario will be based on corrective actions identified from previously conducted exercises.</i></p> | Conduct of Tabletop/Workshop | November 2010 | January 2011 (Various) |
| 2 | <p>Functional Exercise</p> <p><i>Conduct of functional exercise that will build upon the tabletop exercise or workshop conducted in Task 1.</i></p> | Exercise Manual, After Action Report & Improvement Plan | November 2010 | May 2012 May 2013 |
| 3 | <p>Develop Business Continuity of Operations Plan (COOP)</p> <p><i>Assist with the development of a Continuity of Operations Plan for the region's transportation agencies to serve as a tool to ensure that an agency is able to perform its critical functions following a regional incident or disaster.</i></p> | Continuity of Operations Plan | June 2011 | December 2012 |
| 4 | <p>Training</p> <p><i>Conduct annual emergency preparedness training.</i></p> | Refined Online EOC Training | November 2010 | December 2011 |
| 5 | <p>Regional Transportation Asset Database</p> <p><i>Identify the functional requirements and review the feasibility of developing a common information exchange system for establishing and maintaining</i></p> | Feasibility Study for development of a regional database | July 2011 | June 2012 |

| | | | | |
|--|--|--|--|--|
| | <i>transportation asset situational awareness.</i> | | | |
|--|--|--|--|--|

E. Anticipated Future Activities (FY 12-13)

Anticipated Future Activities

- Continue to conduct regional transportation emergency preparedness exercises
- Continue to assist Bay Area Paratransit Technical Assistance Program with the development of emergency response plans, consistent with the RTEMP/TRP
- Assist with creating a GIS based regional transportation asset database

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------------|----------------------|--------------------------------|------------|-------|-------------------|
| 378,237 | 203,126 | 0 | 560,500 | | 1,141,862 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|------------|------------------------|----------|-------------------------|-----------------|-------------------|
| 300,000 | T. C. | 200,000 | T. C. | 641,862 | 1,141,862 |

Work Element 1236: Implement the Regional Express Lanes Network

A. Project Description

- | | |
|--------------------|---|
| Objectives | <ul style="list-style-type: none">▪ Develop an implementation plan for the Regional Express Lanes Network, as called for in the <i>Transportation 2035 Plan</i>▪ Take the planning steps required to:<ul style="list-style-type: none">○ Secure state and federal authority to implement the network○ Develop a detailed financial plan○ Ready individual projects to begin the Caltrans project-development process▪ Explore the potential for public private partnerships and alternative delivery strategies |
| Description | <ul style="list-style-type: none">▪ The region's long range transportation plan <i>Transportation 2035</i> includes a network of express lanes (or high occupancy toll lanes).▪ The network would be developed by converting existing HOV lanes to express lanes and building new segments to close gaps in the existing system.▪ This network will: improve mobility by providing travelers another travel option; maximize the efficiency and throughput of existing and planned capacity; generate revenue needed to build and complete the express lane network; support transit and ridesharing by creating fast and reliable travel for express bus riders and carpoolers.▪ Express lane projects are authorized explicitly and are already under development in 4 corridors in Alameda and Santa Clara counties. The regional network will build on these efforts.▪ Additional state and federal authority is required to implement the Regional Express Lane Network. The CTC has the ability, until December 31, 2011, to authorize additional two express lane facilities in Northern California. MTC intends to apply for one of these slots. MTC also will need FHWA's approval to implement express lanes and will need to enter into agreement with FHWA.▪ All planning activities for express lanes will be closely coordinated with Caltrans, CHP and the CMAAs.▪ State legislation enacted in 2009 creates additional options for financing and delivering projects such as the express lane network; these options may also be applicable to other projects in the RTP.<ul style="list-style-type: none">○ California Transportation Financing Authority can give MTC authority to bond finance express lanes and implement them - AB 798 (Nava)○ CTC can authorize MTC to pursue public private partnership - SB4 (Codgill) |

B. Planning Factors Addressed

- | | |
|-----------------------------------|--|
| Planning Factors Addressed | <ol style="list-style-type: none">1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency2. Increase the safety of the transportation system for motorized and non-motorized users.4. Increase the accessibility and mobility of people and for freight5. Protect and enhance the environment and promote energy conservation6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight |
|-----------------------------------|--|

7. Promote efficient system management and operation

C. Previous Accomplishments

- Objectives**
- Same as above
- Accomplishments**
- MTC included the Regional Express Lanes Network in the Transportation 2035 Plan
 - MTC has hired a panel of consultant expertise to assess and advise the Commission on potential opportunities for public private partnerships
- Work Products**
- Bay Area HOT Network Study (December 2008 Update)
 - 2002 High-Occupancy-Vehicle (HOV) Lane Master Plan Update (March 2003)

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|--|------------|----------|
| 1 | Manage planning studies and analysis of the Regional Express Lanes Network. Technical studies include*: <ul style="list-style-type: none"> ▪ Cost estimates ▪ Assessment of environmental review ▪ Mobility and air quality benefits ▪ Traffic and Revenue forecast ▪ Financial Analysis * Oversight only funded through Consolidated Planning Grant funds. Consultant work on the technical studies is funded through other sources | <ul style="list-style-type: none"> ▪ Technical reports | 7/1/11 | 12/31/11 |
| 2 | Develop applications and manage subsequent planning efforts to secure authority to implement the network, including: <ul style="list-style-type: none"> ▪ Federal tolling authority ▪ Financing authority, if appropriate | <ul style="list-style-type: none"> ▪ Technical reports ▪ Application materials | 7/1/11 | 6/30/12 |
| 3 | Evaluate potential opportunities for public private partnerships and alternative delivery strategies for the Regional Express Lanes Network and other projects in the Long Range Plan | <ul style="list-style-type: none"> ▪ Technical reports | 7/1/11 | 6/30/12 |
| 4 | Staff will continue to meet regularly with CMAs, Caltrans and the CHP on issues related to planning and operations of Bay Area Express Lanes | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes | 7/1/11 | 6/30/12 |
| 5 | Staff will continue to bring items to the MTC Planning Committee for review and approval | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials | 7/1/11 | 6/30/12 |

| | | | | |
|---|--|--|--------|---------|
| | | <ul style="list-style-type: none"> Meeting agendas and notes | | |
| 6 | Staff will attend and present the Regional Express Lanes Network at meetings of transportation agencies, local jurisdictions and others as requested | <ul style="list-style-type: none"> Staff reports Presentation materials Meeting agendas and notes | 7/1/11 | 6/30/12 |

F. Anticipated Future Activities (FY 2012-13)

- Anticipated Future Activities**
- Secure Federal tolling authority for the Regional Express Lanes Network
 - Develop financial plan and if appropriate, pursue financing authority
 - Assess potential for public private partnerships and alternative delivery strategies for the Express Lanes Network and other projects in the long range plan

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 141,614 | 76,052 | 0 | 0 | | 217,666 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--------------|----------------|
| 200,000 | T. C. | 0 | T. C. | 17,666 | 217,666 |

Work Element 1510: Support Regional Transportation Investments

Objective

Support the region's investment in transportation infrastructure by conducting financial analysis and planning, developing funding policies and programs, implementing federal and state legislation, administering regional transit assistance programs, and monitoring and reporting on the project delivery and expenditure of funds.

Major Tasks

- **Conduct financial analysis and planning**
- **Federal programming, monitoring and TIP Management**
- **Transit Sustainability Project**

| Major Products to be delivered in FY 2011-12 | Estimated Completion Dates |
|---|-----------------------------------|
| Proposed Estimate and Distribution of Transit Operating Revenue | Spring 2012 |
| Annual Report: Financial Elements | Spring 2012 |
| 2011 Transportation Improvement Program Amendments | Ongoing |
| Transit Sustainability Project Task Orders | Ongoing |
| 2011 TIP Development | Summer/Fall 2011 |
| Proposition 1B (Transportation Bond) Program Delivery | Ongoing |
| Programming Oversight for American Recovery and Reinvestment Program/Possible Jobs Bill Programming | Ongoing |
| FY 2011-12 to 2012-13 FTA Program Adjustments and Implementation | Spring/Summer 2011 |
| FY 2011-12 to FY 2012-13 STP/CMAQ Program Implementation | Spring/Summer 2011 |
| Federal Funding Obligation Plan | Summer 2011 |
| Finalize/Enhance Modules of Integrated Funding Database | Ongoing |
| Statistical summary of transit operators | Summer/Fall 2011 |
| Performance Audit final reports | Summer 2011 |
| Transit Capital Inventory Assessment of Bay Area Transit Operators – Phase 2 | Winter/Spring 2011 |

Work Element 1511: Conduct Financial Analysis and Planning

A. Project Description

- | | |
|--------------------|---|
| Objectives | <ul style="list-style-type: none">▪ Develop realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in the Regional Transportation Plan (RTP) and other Commission initiatives.▪ Provide financial analysis in support of the legislative program▪ Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the adequate operation and maintenance of the regional transportation system.▪ Evaluate financial projections and estimates for financial constraint of the TIP and RTP. |
| Description | <ul style="list-style-type: none">○ Prepare financial analyses of state and federal transportation budgets and proposed legislation to determine potential impacts to plans and programs.○ Prepare financial analysis of transit operator Short Range Transit Plans, including financial capacity assessments for the Transportation Improvement Program.○ Prepare revenue assumptions for the long-range plan.○ Develop needs and shortfall projections in the long-range plan to maintain the existing system – for transit operating, capital, and streets and roads.○ Update the financial capacity analysis for the Regional Transit Expansion Program (Res. No. 3434)○ Develop annual fund estimate and distribution FY 2011-12 Transit Operating Revenues.○ Maintain and update the RTP financial element for highways; transit; local streets and roads, including multi-year projection of costs and revenues; the updated information is required to support related planning needs.○ Prepare project or corridor level financial capacity analyses to support financial planning, programming or allocations activities, as required.○ Identify transportation financial techniques and opportunities appropriate for the Bay Area, and MTC's role in planning and implementing selected techniques. |

B. Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Promote efficient system management and operation
3. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

- | | |
|------------------------|--|
| Objectives | <ul style="list-style-type: none">▪ Same as above |
| Accomplishments | <ul style="list-style-type: none">▪ Prepared financial capacity assessments for the 2011 Transportation Improvement Program (TIP)▪ Prepared Resolution 3434 Strategic Plan Follow-up Financial Capacity Assessments▪ Developed annual fund estimate and distribution FY 2011-12 for Transit Operating Revenues |

- Work Products**
- 2011 TIP financial capacity assessments
 - MTC Annual Report: Financial Elements

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|--|------------|----------|
| 1 | Prepare revenue assumptions for the long-range plan | ▪ RTP Revenue Assumptions | 12/01/10 | 6/30/12 |
| 2 | Prepare financial capacity assessments for the 2013 Transportation Improvement Program (TIP) | ▪ Financial capacity assessments for the 2013 Transportation Improvement Program (TIP) | 2/01/12 | 12/15/12 |
| 3 | Resolution 3434 Strategic Plan Follow-up Financial Capacity Assessments | ▪ Resolution 3434 Strategic Plan Follow-up Financial Capacity Assessment | 7/01/11 | 6/30/12 |
| 4 | Develop annual fund estimate and distribution FY 2012-13 for Transit Operating Revenues | ▪ Annual fund estimate and distribution for FY 2011-12 Transit Operating Revenues | 1/01/12 | 6/30/12 |
| 5 | Prepare financial elements of the Annual Report | ▪ MTC Annual Report: Financial Elements | 1/01/12 | 5/15/12 |

E. Anticipated Future Activities (FY 2012-13)

- Anticipated Future Activities**
- Same as above

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|----------------|
| 183,647 | 98,625 | 0 | 0 | | 282,272 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Total Revenues |
|---------|---------------------|----------|----------------------|--------------|----------------|
| 100,000 | T. C. | 170,000 | T. C. | 12,272 | 282,272 |

Work Element 1512: Federal Programming, Monitoring and TIP Management

A. Project Description

Objectives

- Participate with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), California Department of Transportation (Caltrans), regional agencies, transit operators, county transportation authorities, local jurisdictions, tribal governments, community organizations, stakeholders, and the public in identifying candidate projects for the Federal Transportation Improvement Program (FTIP) and developing federal programs to implement the Regional Transportation Plan (RTP)
- Participate with regional, local and state agencies, the general public and the private sector in efforts to identify, plan and influence policies, strategies, programs and regulations to maximize implementation of the transportation plan to the benefit of the region.
- Actively monitor overall federal funding levels, maintain apportionment and obligation Authority (OA) balances and reconcile with state and federal balances on a regular. Ensure federal programs are financially constrained for funds within the TIP consistent with federal and state regulations and procedures.
- Prepare and implement the Federal Transportation Improvement Program (FTIP) in consultation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), California Department of Transportation (Caltrans), regional agencies, transit operators, county transportation authorities, local jurisdictions, tribal governments, community organizations, stakeholders, and the public.
- Prepare various funding investment analyses including evaluating the operation and maintenance of the existing transportation system; analyze funding decisions in relation to various identified categories; prepare financial capacity assessments; compare funding commitments to planned investment strategies; and prepare annual funding reports.

Description

- Support efforts to analyze and inform the new Transportation Act. These efforts include providing data on transportation needs, and developing proposals that maximize funding, maintain programming flexibility and facilitate project delivery. Analyze proposed legislation and appropriation bills for impacts to existing and proposed transportation programs, and prepare estimation of specified federal transportation funds to be made available under federal surface transportation programs. Implement provisions of new legislation and annual appropriation bills across all impacted programs.
- As the RTPA for the Bay Area, MTC has programming responsibility for Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement Program (CMAQ) funds. MTC implements these programs by conducting programming cycles roughly every two years, known as the STP/CMAQ Cycle Programming. MTC works with our partner agencies, including Caltrans, FHWA and FTA to develop projects and programs to implement the investment strategies identified in the most recent Regional Transportation Plan (RTP). This effort includes development of priority funding categories, project solicitations at both the county and regional

level, evaluation for eligibility and consistency with regional goals and objectives, and amendment of the project listing into the federal Transportation Improvement Program (TIP). Each programming cycle takes roughly nine months for implementation.

- As the designated recipient for selected Federal Transit Administration (FTA) funding, MTC is responsible for the assignment of FTA 5307/5309 funding to the federally-eligible transit operators within the region. This is achieved through a process known as the Transit Capital Priorities, where the operators, in cooperation with MTC, develop annual programs for FTA funds within the urbanized areas of the Bay Area. MTC assigns FTA funding through the Program of Projects, which is updated annually in the spring of each year once appropriations have been finalized. MTC also develops regional funding policies and programs that reflect RTP policies for other FTA funding programs including non-urbanized (5311) and Elderly and Disabled Persons (5310). Furthermore, the Regional Transit Expansion Policy (MTC Resolution 3434) guides the region in expanding the regional transit system. Certain federal funds are identified as components of the Regional Transit Expansion funding plans including new starts, small starts, earmarks and FRA High speed rail funds.
- MTC is required to prepare and update the region's federal TIP every four years. The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2010-11 through fiscal year 2013-14. MTC is required to prepare and adopt an updated TIP every four years. The 2011 TIP was adopted by the Commission on October 27, 2010 and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 14, 2010. It is valid through December 14, 2014 or until a new statewide Transportation Improvement Program is approved, whichever is first. The entire update process takes a full year to complete. The TIP may be revised to make necessary changes to the project listings prior to the next update. MTC anticipates revising the TIP on a monthly basis unless special situations require a more frequent update schedule.
- To meet federal requirements, Assembly Bill 1012 (Chapter 783, Statutes of 1999- Torlakson), and California Government Code 16304 require the timely use of federal funds administered through the State. This includes most, if not all federal funds under MTC's responsibility. MTC adopted policies and procedures (MTC Resolution 3606) to ensure state and federal funding deadlines are met and funds are not lost to the region. MTC, working closely with the county Congestion Management Agencies (CMAs), monitors the delivery of federal funds on a continual basis through the development of program funding delivery reports and distribution of these reports through its website and at monthly meetings with partner agencies. MTC's Fund Management System is an integral part of tracking these funds. MTC tracks overall federal funding levels, maintaining apportionment and Obligation Authority (OA) balances that are reconciled with state and federal balances on

a regular basis; ensuring federal programs are financially constrained for these funds, consistent with the Caltrans OA management policy and FTA procedures.

B. Planning Factors Addressed

- | | |
|-----------------------------------|---|
| Planning Factors Addressed | <ol style="list-style-type: none"> 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency 2. Increase the safety of the transportation system for motorized and non-motorized users. 3. Increase the security of the transportation system for motorized and non-motorized users 4. Increase the accessibility and mobility of people and for freight 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight 7. Promote efficient system management and operation 8. Emphasis the preservation of the existing transportation system |
|-----------------------------------|---|

C. Previous Accomplishments

- | | |
|------------------------|--|
| Objectives | <ul style="list-style-type: none"> ▪ Same as above except for the investment analysis |
| Accomplishments | <ul style="list-style-type: none"> ▪ 2011 Transportation Improvement Program (TIP) Update – 996 projects totaling \$11.1 billion in the 4-year TIP period with a total project cost of \$56.1 billion (December 2010) ▪ 29 TIP Revisions - 990 projects revised totaling \$2.8 billion (FY 09-10) ▪ STP/CMAQ FY 10 to FY 12 Cycle 1 Program – Final Implementation (December 2010) ▪ FTA 5307/5309 FY09 to FY10 Program of Projects (July 2010) ▪ FY 2009-10 Listing of Federally Obligated Projects (December 2010) ▪ FY 2009-10 Listing CMAQ Emission Benefits (December 2010) |
| Work Products | <ul style="list-style-type: none"> ▪ Final 2011 TIP ▪ 29 TIP Revisions ▪ STP/CMAQ FY 10 to FY 12 Cycle 1 Program Block Grant and Climate Change Initiative elements ▪ FTA 5307/5309 Program of Projects ▪ Listing of Federally Obligated Projects ▪ Listing CMAQ Emission Benefits |

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|---|--|------------|----------|
| 1 | Prepare 12 revisions to the federal TIP 23 CFR §450.326 | <ul style="list-style-type: none"> ▪ TIP Amendments ▪ TIP Administrative Modifications ▪ TIP Revision Financial | 7/01/11 | 6/30/12 |

| | | | | |
|---|--|---|----------|----------|
| | | Constraint Documentation | | |
| 2 | Prepare 2013 TIP | ▪ Draft 2013 TIP: May 2012. Final 2013 TIP: December 2012 | 10/01/11 | 12/15/12 |
| 3 | Prepare transportation investment analyses for the TIP | ▪ Various TIP Transportation Investment Analyses | 7/01/11 | 6/30/12 |
| 4 | Prepare FTA 5307/5309 FY11 to FY12 Program of Projects (POP) 49 USC 5307 and 5309 | ▪ FTA Program of Projects (POP) TIP Amendment | 3/01/12 | 6/30/12 |
| 5 | Monitor federal programs to ensure financial constraint and consistency with the TIP and RTP | ▪ Various Fund-Program Status Reports | 7/01/11 | 6/30/12 |
| 6 | Prepare and adopt STP/CMAQ FY13 to FY15 Cycle 2 Programming CA S&H Code 182.6, 182.7 | ▪ STP/CMAQ Cycle Program | 3/01/11 | 9/30/11 |
| 7 | Prepare annual obligation plan for local federal-aid projects CA S&H Code 182.6, 182.7 | ▪ Annual Obligation Plan | 10/01/11 | 11/30/11 |
| 8 | Prepare annual listing of federally obligated projects 23 CFR §450.332 | ▪ Annual Listing of Federally Obligated Projects | 11/01/11 | 12/31/11 |
| 9 | Prepare annual CMAQ emissions benefit report 23 USC §149.h | ▪ Annual CMAQ Emissions Benefit Report | 12/01/11 | 12/31/11 |

E. Anticipated Future Activities (FY 2012-13)

Anticipated Future Activities ▪ Same as above except for item no. 3.

F. Budget

| Salaries & Benefits | Indirect Services | | Other Operating Expenses | Consultant | | Other | | Total Expenses |
|---------------------|-------------------|--|--------------------------|------------|--|-------|--|----------------|
| 813,695 | 436,981 | | 72,500 | 105,646 | | | | 1,428,821 |

| FHWA PL | Toll Credit FHWA PL | FHWA PL FY' 11 Requires L.M. | FTA 5303 | Toll Credit FTA 5303 | FTA 5307 | General Fund | Local Funds | Total Revenues |
|---------|---------------------|------------------------------|----------|----------------------|----------|--------------|-------------|----------------|
| 871,099 | T. C. | 200,000 | 170,000 | T. C. | 84,795 | 82,076 | 20,851 | 1,428,821 |

Work Element 1517: Transit Sustainability Project

A. Project Description

Objectives

- The Transit Sustainability Project (TSP) seeks to evaluate the region's transit system and to establish an implementation plan for a more financially viable transit system that is both cost-effective and customer-focused.
- The TSP seeks to develop an implementation plan that will lead the Bay Area to a sustainable transit system from the customer, financial, and environmental perspectives
 - **Customer:** A system that functions as an accessible, user-friendly and coordinated network for transit riders, regardless of mode, location or jurisdiction.
 - **Financial:** A system that can cover its operating and capital costs with a growing share of passenger fare revenues as well as reliable streams of public funding.
 - **Environmental:** A system that can attract and accommodate new riders in an era of emission-reduction goals, and is supported through companion land use and pricing policies.

Description

- The TSP will inform scenario development and investment trade off discussions for the Regional Transportation Plan/Sustainable Communities Strategy.
- The TSP will include a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures.
- The analysis will acknowledge the role external factors play in the long-term viability of the transit system, such as land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375.
- Financial Analysis:
 - Financial analysis of key internal and external cost drivers and development cost containment strategies
 - Financial analyses of existing revenue sources, revenue trends and opportunities for new revenue sources and innovative policies for revenue sharing and transit/transportation pricing.
- Service Analysis:
 - Conduct in-depth service analysis at the regional and sub-regional level.
 - Define effective transit service at the regional, sub-regional and local levels, establishing service criteria and performance objectives.
 - Identify infrastructure and operating policies that could increase transit's effectiveness.
 - Recommend prioritized strategies for maximizing ridership, containing costs, and increasing service efficiencies.
 - Recommend policies, service delivery strategies, and cost containment strategies for ADA-paratransit services in the region.
- Institutional Analysis:
 - Evaluate institutional and decision-making structures.
- Conduct marketing and outreach, including engaging the public and multiples stakeholder groups.
- Identify a detailed action plan to implements the TSP's recommendations.

B. Planning Factors Addressed**Planning Factors Addressed**

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the accessibility and mobility of people and for freight
3. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
4. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
5. Promote efficient system management and operation
6. Emphasis the preservation of the existing transportation system

C. Previous Accomplishments**Objectives**

- Same as above

Accomplishments**Work Products**

- MTC Annual Report (2009)

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|---|------------|----------|
| 1 | Complete Draft Financial, Service And Institutional Analysis | ▪ Draft Recommendations Report | 7/01/11 | 12/31/11 |
| 2 | Conduct public outreach to secure input on draft recommendations to inform final recommendations. | ▪ Draft Recommendations Report ▪ Public outreach materials | 7/01/11 | 3/1/12 |
| 3 | Final Implementation Plan: recommendations for financial, service and institutional changes necessary to support a robust transit system in the Bay Area region. | ▪ Final Implementation Plan | 11/1/2011 | 4/1/2012 |

E. Anticipated Future Activities (FY 2012-13)**Anticipated Future Activities**

- Implement TSP Recommendations

F. Budget

| Salaries & Benefits | Indirect Services | Other Operating Expenses | Consultant | Other | | Total Expenses |
|---------------------|-------------------|--------------------------|------------|-------|--|----------------|
| 253,308 | 136,035 | 0 | 1,185,000 | 0 | | 1,574,342 |

| FHWA PL | Toll Credit FHWA PL | FTA 5303 | Toll Credit FTA 5303 | General Fund | Local Funds | Total Revenues |
|---------|---------------------|-----------|----------------------|--------------|-------------|----------------|
| 0 | T. C. | 1,090,000 | T. C. | 39,342 | 445,000 | 1,574,342 |

FUNDED BY GRANTS – (Federal planning funds not used)

The following work elements are not funded with federal planning funds, but are included in the Overall Work Program for informational purposes only.

Work Element 1310: Lifeline Program

Description: The Lifeline Transportation Program provides grants for capital and operating projects intended to improve mobility for low-income communities in the Bay Area. The program is funded by a mix of federal and state funding sources including large urbanized area FTA Section 5316 Jobs Access and Reverse Commute (JARC) funds for which MTC is the designated recipient, State Transit Assistance funds, and state Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) capital funds.

As the designated recipient for FTA JARC funds, MTC is responsible for notifying eligible local entities of funding availability (via county Congestion Management Agencies); developing project selection criteria (through regional program guidelines and call for project guidance); determining applicant eligibility; providing technical assistance to CMAs in conducting their competitive selection process; developing a regional program of projects and forwarding an annual program of projects and grant application to FTA for JARC funding; monitoring subrecipients' compliance with federal requirements; documenting MTC's procedures in a Program Management Plan; and certifying that all projects are derived from MTC's locally developed Coordinated Public Transit-Human Services Transportation Plan.

MTC has alerted transit operators who are FTA grantees that they will serve as direct recipients going forward for JARC funding, if they are selected through the competitive process for the Lifeline program. MTC initiated a revision to the Program Management Plan (PMP) to clarify the designated recipient, direct recipient and subrecipient roles and responsibilities. The PMP revision clarifies requirements for Title VI reporting, complaint procedures and investigation, and LEP provisions for non-grantee sponsors as well as MTC's proposed frequency of monitoring. The revised PMP also clarifies that direct recipient transit operators will be responsible through the Supplemental Agreement for their own compliance with Title VI and other reporting. The revised PMP can be viewed at: http://www.mtc.ca.gov/funding/JARC-New_Freedom/PMP_5316-JARC_and_5317-New_Freedom_2010-11-12.pdf

Ongoing tasks:

- Prepare program guidelines for each funding cycle
- Oversee county-level calls for projects and review and approve locally prioritized projects
- Provide technical support and assistance to prospective project sponsors, county program administrators, and grant recipients
- Submit grants to FTA

- Enter and maintain JARC-funded projects in the Transportation Improvement Program (TIP)
- Certify projects for both large urbanized area (administered by MTC) and small urbanized/rural areas (administered by Caltrans) are derived from MTC's Coordinated Public Transit-Human Services Transportation Plan
- Prepare and maintain subrecipient funding agreements
- Review and approve subrecipient invoices and quarterly reports
- Monitor subrecipients' compliance with federal requirements
- Submit reports and other documentation to FTA as required

Products

Lifeline Transportation Program Evaluation
 Third Cycle Program Guidelines
 Third Cycle Program of Projects
 FTA Quarterly Reports
 FTA Annual Service Report

Estimated Completion Date

July 2011
 September 2011
 January 2012
 quarterly
 May 2012

Work Element 1413: Climate Initiatives

A. Project Description

Objectives

- Plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals, and improve our region's air quality and public health and safeguard us from sea-level rise.

Description

Climate Initiatives Program

- Climate change is expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, the single largest source of GHG emissions is from the consumption of fossil fuel in the transportation sector. In fact, the transportation sector, mostly from cars, trucks, buses, trains and ferries, contributes over 40 percent of the GHG emissions in the region.
 - MTC set aside a commitment of \$400 million in its Transportation 2035 Plan to implement a comprehensive regional climate initiative. This initiative focuses on individual actions, public-private partnerships, and incentives and grants for innovative climate strategies.
 - The importance of a regional climate initiative heightens with the development of a 2013 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) as required by Senate Bill 375. The RTP/SCS will lay out how land use and transportation can work together to reduce GHG emissions. Within this context, it is the aim of MTC to fund innovative strategies and evaluate their effectiveness in reducing GHG emissions for purposes of informing the development of the SCS.
 - In December 2009, MTC adopted the New Surface Transportation Act Cycle 1 Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ) Project Selection Criteria and Programming Policy which, among other programs, includes the Climate Initiatives Program. The Climate Initiatives Program aims to test new strategies to reduce transportation-related emissions and vehicle miles traveled, encourage the use of cleaner fuels, and build a knowledge base through evaluation that informs the SCS. A total of \$80 million is available to the Climate Initiatives Program over the next three years, starting in Fiscal Year 2009-10, for the following key elements administered and managed by MTC are:
 - \$10 million for a regional public education/outreach campaign to influence the public to make transportation choices to reduce GHG emissions;
 - \$2 million to test innovative Safe Routes to School programs with the overall goal of significantly reducing transportation emissions related to school travel;
 - \$31 million for an Innovative Grants Program to support high-impact, innovative GHG reduction projects; and
 - \$4 million for a Program Evaluation that collects data and assesses the overall effectiveness of the Climate Initiatives Program (including an evaluation of the Regional Measure 2-funded Safe Routes to Transit Program).
 - Staff is in the process of implementing the Climate Initiatives Program.
- Transportation Infrastructure Risk Assessment Pilot Study*

- In September 2010, MTC, in partnership with BCDC and Caltrans District 4, was awarded a \$300,000 grant from FHWA to field test FHWA's conceptual model for conducting climate change vulnerability and risk assessments of transportation infrastructure in a Bay Area sub-region. All three agencies have committed staff time as the local match for this grant. The key objectives of this pilot study are as follows:
 - Evaluate the utility of the FHWA conceptual model for adaptation planning and assess whether it can be applied at scales appropriate for developing solutions for local and regional implementation.
 - Assess the vulnerability of key transportation infrastructure for pedestrians, bicyclists, motorists, transit riders, and goods movement.
 - Develop a template for integrated adaptation planning at the sub-regional level that can be applied to other sub-regions in the Bay Area.
 - Develop relationships and strengthen key partnerships around adaptation planning within the region, leveraging existing planning efforts and interests.
 - Implement and refine communication, community engagement, planning, decision-making, and prioritization processes and tools to address climate change impacts.
 - Test the conceptual model in a variety of shoreline configurations to develop approaches that can be applied consistently in similar shoreline typologies.
- MTC is in the process of implementing the Climate Initiatives Program.

B. Planning Factors Addressed

Planning Factors Addressed 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

C. Previous Accomplishments

Objectives ▪ Same as above

Accomplishments ▪ MTC set-aside \$80 million for the Climate Initiatives Program.
 ▪ MTC approved \$33 million in grants under the Innovative and Safe Routes to School Creative grants program.
 ▪ MTC began implementation of the Climate Initiatives Outreach Program.
 ▪ MTC began implementation of the Climate Initiatives program evaluation.
 ▪ MTC began preparing the Transportation Risk Assessment Pilot Study.

Work Products ▪ Various

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|---|-----------------------|------------|----------|
| 1 | Staff will develop and implement the Climate Initiative Program (outreach, grants, and program evaluation). | ▪ Various | 1/01/10 | 12/30/13 |
| 2 | Staff, in partnership with the Bay | ▪ Transportation Risk | 3/01/11 | 12/30/11 |

| | | | | |
|--|---|------------------------|--|--|
| | Conservation and Development Commission, Caltrans District 4 and Federal Highway Administration, will prepare the transportation risk assessment pilot study, with consultant assistance. | Assessment Pilot Study | | |
|--|---|------------------------|--|--|

F. Anticipated Future Activities (FY 2012-13)

- Anticipated Future Activities**
- Continue to implement the Climate Initiatives Program
 - Continue to plan, develop, and implement other climate protection plans and strategies.

Work Element 1611: Transportation for Livable Communities Program (TLC)

A. Project Description

- Objectives**
- Support development of housing, jobs, and services near existing and planned transit.
 - Reduce the combined cost of housing and transportation for the region's households.
 - Increase travel choice.
 - Promote compact development that preserves open space and natural resources.
 - Support community planning processes that identify new, appropriate land uses for transit nodes and stations.

Description

The TLC program is the region's investment program to:

(1) Support a community's infill or transit-oriented development and neighborhood revitalization activities.

(2) Support well-designed, high-density housing and mixed use developments that are well served by transit, or will help build the capacity for future transit investment and use and reduces displacement of local residents and businesses.

(3) Support projects developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, community-based organizations and community stakeholders, and outreach to a diversity of participants.

(4) Improve a range of transportation choices by adding or improving pedestrian, transit, and/or bicycle facilities, and by improving the links between these facilities and activity nodes.

(5) Enhance a community's sense of place and quality of life.

(6) Invest in projects that are ready to begin construction in the near term.

MTC offers three kinds of financial assistance through the TLC Program.

- *Station area planning grants* support the development of local land-use plans and policies for areas immediately surrounding bus, ferry and train stations and corridors. The key objective of this program is to help increase the cost-effectiveness of the region's public transit investments by maximizing the number of transit riders who live, work and study in close proximity to transit stations and corridors.
- *TLC capital grants* directly support construction and help turn plans into reality. Capital projects include transportation-related improvements such as streetscapes, transit villages, bicycle facilities, and pedestrian plazas.
- *Technical Assistance Program* advance city planning initiatives already completed that have a specific subject area that needs additional work in order to facilitate the identified land use changes.

Regional Smart Growth

See Work Element 1612 for details on the FOCUS program – the multi-agency effort to refine and implement the Bay Area's Smart Growth Vision. The TLC program's resources are directly invested to support the FOCUS program.

B. Planning Factors Addressed

- | | |
|-----------------------------------|--|
| Planning Factors Addressed | Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and |
|-----------------------------------|--|

state and local planned growth and economic development patterns

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

Completed Work Products:

- TLC Capital Awards of \$44 million (2010)
- Awards of eight technical assistance grants (FY 10/11)
- Completed certification of eBART Ph. 1 consistency with MTC TOD policy (fall 2009)
- Construction of ~\$40 million in TLC projects (2009-10)
- Financing Transit-Oriented Development in the San Francisco Bay Area (August 2008)
- Ten Years of TLC: An Evaluation of MTC's Transportation for Livable Communities (April 2008)

Work Products

- Complete Transit Oriented Development (TOD) Choice study
- Complete Clipper for TOD study examining the usage of transit passes by residents and new transit accessible housing projects

D. Work Plan (FY 2011-12)

| Task No. | Task Description | Work Products | Start Date | End Date |
|----------|--|--|------------|-----------|
| 1 | Administer and support Station Area Plans (local jurisdictions, Completion TBD) | Adopted land use plans, modified zoning | July 2011 | June 2012 |
| 2 | Transportation for Livable Communities – Monitor and track implementation and project impact | Obligated federal funds consistent with MTC Resolution 3606 | July 2011 | June 2012 |
| 3 | Coordinate T-PLUS grants to county CMAs | TPLUS quarterly reports on CMA activities | July 2011 | June 2012 |
| 4 | Implement MTC's Res. 3434 TOD policy to condition transit funding in Res. 3434 corridors on minimum levels of surrounding supportive land uses | Certified transit corridors consistent with Res. 3434 TOD Policy and complete update to TOD policy (fall 2011) | July 2011 | June 2012 |
| 5 | Coordinate with MTC-ABAG-Air District-BCDC Joint Policy Committee | Mutually supportive policies | July 2011 | June 2012 |
| 6 | Technical assistance to local governments pursuing smart growth policies and projects | Completed reports to be adopted by Planning Commissions and/or City Councils to support infill development | July 2011 | June 2012 |

E. Anticipated Future Activities (FY 2012-13)

Anticipated Future Activities

- Continue administration of TLC grant programs in partnership with JPC agencies, local governments, and the CMAs
- Ongoing monitoring and certification of Res. 3434 TOD projects

No CPG funds used

Work Element 1221: Implement and Coordinate ClipperSM Operations

Description

The purpose of this work element is to improve convenience for transit riders making transit trips both within and between transit systems, while maintaining information and financial security requirements as well as keeping fare collection costs low.

ClipperSM is the Bay Area's regional transit fare payment system. The system uses a smart card that allows fare payment by all Bay Area transit operator patrons for both intra- and inter-operator trips. The smart card stores value as e-cash, which is deducted on a pay-per-ride basis and accepted by all participating agencies, and/or period passes and stored rides that are valid for travel on specific transit systems. The program includes establishment of both a clearinghouse to ensure that funds collected are returned to transit operators where the card was used and a distribution network to ensure that all Bay Area transit riders have convenient access to the ClipperSM cards and value. Specifically, MTC is implementing, through a design-build-operate-maintain (DBOM) contract with Cubic Transportation Systems, three main systems:

1. Operator systems that encompass all front-end fare acceptance equipment and all back-end systems required to process ClipperSM related transactions;
2. Distribution systems that encompass all ClipperSM card and value distribution locations, partnerships with employer transit benefit programs and partnerships with other agencies that provide transit value, i.e. universities and social services agencies; and
3. The ClipperSM Service Bureau, which has four broad functions: data collection and reconciliation, financial settlement and reporting, customer service, and maintenance.

Ongoing tasks:

- Final design of the Clipper system
- Management of DBOM contract with Cubic
- Development of memoranda of understanding between MTC and participating transit operators
- Plan development and enforcement of Fare media transition to ClipperSM (MTC Resolution 3866)
- Website design, development and coordination with Cubic
- ClipperSM employer program development and coordination
- ClipperSM operations (ongoing)
- Technical issue resolution
- Implementation of ClipperSM for SamTrans and VTA (Subphase 2.4)
- System Acceptance
- Final Acceptance
- Implementation of ClipperSM for remaining transit operators (Phase 3)

| Products | Estimated Completion Dates |
|--|----------------------------|
| Clipper SM Fare Media Transitions for 2.2 and 2.3 Operators | Fall of 2011 |
| Clipper SM Fare Media Transition for 2.4 Operators | Winter of 2012 |
| System Acceptance | Summer of 2011 |
| Final Acceptance | Fall of 2011 |

No CPG funds used

Work Element 1222: Implement Regional Rideshare Program

Description

Reduce auto emissions and mitigate traffic congestion region-wide by initiating and sustaining quantifiable modal shifts from single occupant vehicle (SOV) trips to carpools, vanpools and other transportation alternatives and by initiating and supporting employer transportation demand management programs.

Regional rideshare program activities include:

- Providing rideshare, bicycling, transit and other transportation alternatives information to employers, commuters, agencies and organizations by telephone and the Internet and, through publications and other media;
- Administering the rideshare program in partnership with other transportation providers and TDM programs in the region to ensure that programs and activities are coordinated;
- Providing ride matching services, which include assisting commuters and employers in the formation of carpools and vanpools and operating, maintaining and upgrading the region's automated online ride matching software and database;
- Providing informational services via 511 and 511.org regarding ridesharing and transportation alternatives, including information on incentives, HOV lanes and park-and-ride lots in the region;
- Marketing services to employers and the public, including conducting presentations at employer work sites and disseminating public information and marketing materials,
- Assisting during emergency situations and regional events affecting Bay Area travel.
- Conducting evaluation of the services provided, as appropriate.

Ongoing tasks:

- Contract for services to operate regional rideshare activities
- Coordinate with local TDM programs and county agencies
- Coordinate monthly Regional Rideshare Program Technical Advisory Committee meetings
- Operate regional rideshare services

Products

Program Reports

Estimated Completion Date

Quarterly

No CPG funds used

Work Element 1223: Support Regional Operations Program

Description

Provide financial, technical, marketing, and evaluation support for MTC's Regional Operations Program, including Clipper, 511 Traveler Information and the Hub Signage Program. Maintain the Regional Intelligent Transportation System (ITS) Architecture which is a plan for the integration of transportation technology projects and includes MTC's Regional Operations Program.

Specific activities for FY 11-12 will include:

- Provide fund programming, grant management, budgeting and audit support
- Coordinate Regional Operations Program marketing efforts to ensure promotional and communications effectiveness
- Support research activities for 511 and Clipper to understand customers, improve project implementation and evaluate performance
- Monitor project performance data
- Manage a technical assistance contract for Intelligent Transportation Systems (ITS) projects
- Coordinate Urban Partnership Program (UPP) grant and progress reporting with USDOT

Ongoing tasks:

- 511 Promotional and Advertising Campaigns
- Project Performance Reporting
- 511 Satisfaction Study
- Consumer Research
- Regional ITS Architecture Maintenance

Products

UPP Progress Reports

No CPG funds used

Delivery Dates

Quarterly (Jan/Apr/Jul/Oct)

Work Element 1224: Implement Regional Traffic Information Services

Description

The 511 program, a joint project between MTC, Caltrans District 4, the California Highway Patrol, collects real time data on travel conditions, fuses the data into a single database, and disseminates the data to travelers so that they can make better travel decisions. Data are available through the 511 telephone number, the regional traveler information website at www.511.org, on changeable message signs and other products developed by private sector partners. Direct connections to all transit agencies and the regional rideshare program are available through the 511 information number. The 511 program mission statement is as follows:

The 511 program must cost-effectively provide traveler information that customers both want and are prepared to act on, thereby enhancing the efficiency and maximizing the capacity of the Greater Bay Area transportation system. This information should be accurate, reliable, multimodal, comprehensive and regional in scope. Responsibility for gathering, processing and dissemination of 511 information should be regionally coordinated and rationally allocated to Bay Area transportation organizations – in both the public and private sectors – according to institutional interest, and ability.

Ongoing tasks:

- Operations, maintenance, performance monitoring, enhancement, and marketing of the 511 telephone traveler information system and the 511.org web page
- Operations of the 24/7 Traveler Information Center
- Dissemination of critical transportation information during regional emergencies
- Coordination with partner agencies on operations and maintenance of 511

Major Products

Delivery Dates

| | |
|--|-----------------------------|
| Progress Reports | Monthly |
| Provide 511 Phone Service and 511 Web Portal and Special Events | Ongoing |
| Pages | |
| Operate 24/7 Traveler Information Center and Traffic Information Data Feed for use by Information Service Providers (ISPs) | Ongoing |
| Implement defined enhancements under the Urban Partnership Program | Ongoing through Spring 2012 |
| 511 project enhancements | Ongoing |

No CPG funds used

Work Element 1225: Implement Regional Transit Information System

Description

The 511 Transit program designs, builds, operates, and maintains a regional transit information system for the nine county Bay Area. This system is designed to provide accurate and comprehensive transit trip planning and regional transit database information to assist the public in better understanding and accessing the region's public transportation systems. The Regional Transit Information System (RTIS) includes: collecting and maintaining up-to-date schedule, route and other service information for all transit providers in the region; maintaining and enhancing the central database containing all regional transit information; operating and enhancing the transit information Web site (www.transit.511.org) as a vital element of the 511.org traveler information Web portal; and maintaining the new 511 Transit Trip Planner and continuing to include all primary transit providers in the region.

Ongoing tasks:

- Operate and maintain the regional transit trip planner and website
- Collect transit service data from the region's transit providers and maintain these data in the Regional Transit Database (RTD)
- Develop data exchange and maintenance applications and provide technical support to transit operators for developing data exchange software
- Provide quality assurance and quality control of regional transit data
- Coordinate RTIS Technical Advisory Committee and associated working groups
- Maintain trip planner software module and provide training for transit agency call centers
- Monitor and evaluate system performance, usage and customer feedback
- System documentation
- Provide RTD static transit information data feed for use by public and private sector applications
- Provide trip planner clean interface (entry form that can be embedded on external websites)
- Provide mobile device access to popular website features (e.g., trip planner)
- Operate dual primary/backup RTIS server hosting facility for Emergency preparedness
- Provide tools for 511 Traveler Information Center operators to post major transit announcements on the web

Major Products

Data updates of all transit agency service information
Improve data exchange process for operators
RTIS contractor annual implementation plans
Support existing clean interfaces and expand the products' distribution
Operate Static Transit Information Data Feed
(Other sources of funds are being used to fund the above projects --
STP, STA & General Fund)

Delivery Dates

Quarterly (or as required)

Annually

Ongoing

Ongoing

No CPG funds used

Work Element 1226: Implement and Promote Regional Bicycle Information System

Description

The Regional Bicycle Information System provides information to new and experienced bicyclists, including bike maps, how to take bikes on transit and across Bay Area bridges, and bicycle safety tips. Bicycle information services are currently offered on the 511 traveler information number. The 511.org bicycling Web page has been developed and is regularly updated with information on bicycling safety tips and events. The site also features a matching system so that new riders can find experienced riders to share information, ride together, etc. The 511 BikeMapper assists cyclists in finding designated routes to cycle to their destinations. This work also includes regional coordination and promotion of the annual Bike-to-Work Day event.

Ongoing tasks:

- Implement regional rideshare contract, which provides bicycling information through 511/511.org
- Manage contract for the promotion and implementation of Bike-to-Work Day
- Coordinate the completion of the 511 BikeMapper
- Maintain and regularly update the bicycling page and the Bike-to-Work-Day pages (as part of 511.org)
- Coordinate bicycling information via 511 and develop plan for enhancements
- Coordinate the Bike-to-Work Day Technical Advisory Committee
- Promote bicycle information services as part of ongoing marketing for 511 and 511.org

Products

Maintain bicycling information on 511 and 511.org
Bike to Work Day

Estimated Completion Date

Ongoing
May 2012

No CPG funds used

Work Element 1228: Emergency Communication Operations

Objective

To enhance emergency communication capabilities between emergency management and the region's transportation agencies.

Description

MTC provided the 12 largest transportation agencies and nine County Offices of Emergency Services with stationary satellite phones to facilitate communication when traditional forms of communication are not available. Additionally, the General Managers of the largest transportation agencies were issued portable satellite telephones in early July 2007.

The 23-member stationary satellite phone Talk Group performs monthly communications checks and the 16 mobile satellite phone users perform quarterly communications checks.

Tasks

- Provide monthly mobile and stationary satellite communication service.
- Provide the Water Emergency Transportation Agency with a stationary satellite phone.

Major Products

Estimated Completion Date

Stationary Satellite Phone Communication Drills

Monthly

Mobile Satellite Phone Communication Drills
Satellite Phone Operations

Quarterly
Monthly

No CPG funds used

Work Element 1234: Arterial Operations Coordination

Description

Improve convenience, efficiency and safety of the transportation system for passengers and freight through improved management and operation of arterial systems. This program encompasses efforts to improve the operation and management of traffic signals and arterial networks, including integration with freeway and transit systems. This includes managing the Program for Arterial System Synchronization (PASS) and technology transfer program, supporting the Arterial Operations Committee and Smart Corridors Task Force, and assisting corridor-level operational improvement projects.

Ongoing tasks:

- Lead regional Program for Arterial System Synchronization (PASS)
- Manage Technology Transfer Program
- Support the Arterial Operations Committee and Smart Corridors Task Force
- Complete arterial system synchronization projects
- Support multi-agency operational improvement projects, including smart corridor projects and Center-to-Center real-time data exchange system

Major Products

Support Arterial Operations Committee
Support Smart Corridors Task Force
Progress reports on arterial operations program
Complete projects for PASS
Technology Transfer Seminar

Delivery Dates

Bi-monthly
Quarterly
Quarterly
Summer
Bi-annually

No CPG funds used

Work Element 1233 Pavement Management Program (PMP)

Description

State law requires that each local government establish and maintain a Pavement Management Program (PMP) as a condition for funding projects in the State Transportation Improvement Program (AB 471-Statutes of 1989). The MTC PMP is a computer-assisted decision-making process designed to help cities and counties prevent pavement problems through judicious maintenance, and to diagnose and repair those that exist in a timely, cost-effective manner. Staff provides local agencies with information and assistance in the application of the MTC PMP, and in linking road maintenance needs to funding actions. In addition, MTC provides ongoing training and support to keep local PMPs operational. Much of the technical information generated by this program is used by the Local Streets & Roads Committee to develop policies to both improve maintenance practices and provide additional funding support.

Ongoing tasks:

- Manage MTC Pavement Management Program (PMP)
- Produce Budget Options Report for local jurisdictions
- Conduct PMP training workshops
- Produce Pavement Management Local Streets and Roads Condition Report
- Develop financial forecasts on pavement repair needs and available funding sources
- Implement PMP certification procedures.
- Develop, upgrade, maintain and distribute the MTC PMP software
- Provide, monitor and enhance user training and support
- Provide user hotline to provide assistance to users
- Host user meetings, technology transfer seminars, training workshops
- Provide program updates to jurisdictions
- Implement Pavement Management Engineering Technical Assistance Program (P-TAP)

Products

Provide technical assistance through P-TAP
Provide support to the Local Streets & Roads Committee
Provide training and support for all users
P-TAP programming decisions
Budget Options Reports
User assistance
Biennial Regional Survey

Estimated Completion Date

As requested
Monthly
every 4 months
Summer 2011
As required
As required
Summer 2011

No CPG funds used

Work Element 1513 New Freedom Programming

Description

The New Freedom Program provides grants for new capital and operational projects aimed at reducing, beyond the requirements of the Americans with Disabilities Act of 1990, transportation barriers faced by individuals with disabilities. MTC is the designated recipient of FTA Section 5317 New Freedom funds for the Bay Area's large urbanized areas. In this role, MTC's responsibilities include notifying eligible local entities of funding availability; developing project selection criteria; determining applicant eligibility; conducting the competitive selection process; forwarding an annual program of projects (POP) and grant application to FTA; monitoring subrecipients' compliance with Federal requirements; documenting MTC's procedures in a Program Management Plan; and certifying that all projects are derived from a locally developed, coordinated public transit-human services transportation plan.

Ongoing tasks:

- Prepare program guidelines for each grant cycle
- Conduct competitive Calls for Projects
- Submit grants to FTA
- Prepare subrecipient funding agreements
- Review and approve subrecipient invoices and quarterly reports
- Monitor subrecipients' compliance with federal requirements
- Submit reports to FTA as required

Products

Cycle 4 Program Guidelines
Cycle 4 Program of Projects
Cycle 4 FTA Grant
FTA Quarterly Reports
FTA Annual Report

Estimated Completion Date

May 2011
November 2011
January 2012
Quarterly
Spring 2012

No CPG funds used

Work Element 1514 Regional Assistance Programs & Project Reviews

Description

MTC allocates transportation assistance funds and administers and accounts for these funds. MTC provides technical and financial assistance to transit agencies and other public agencies to perform short range transit planning and conduct special planning studies. MTC conducts audits of claimants to ensure compliance with laws, regulations, and administrative requirements.

MTC administers the twenty-five percent share of the one-half cent sales tax ("AB 1107" funds) for AC Transit, BART and San Francisco Muni; and toll bridge-related revenues (AB 664 and RM1 and RM2) to support public transportation programs and projects. Administration of these funds requires development and distribution of an annual Fund Estimate and long term funding projections, development, maintenance and distribution of fund application forms and instructions; related financial accounting; evaluation of fund applications ("claims"); development of materials to support allocation recommendations to the Commission; assistance to applicants in compliance with procedural, regulatory and statutory requirements. Pursuant to PUC Section 99246, administration of TDA and STA funds requires MTC's oversight of the Triennial Performance Audits of transit operators and MTC (independent audits are conducted annually on a rotating basis affecting a specified group of operators).

Government Code Sections 66518 and 66520 require that MTC review and approve applications for state or federal transportation grants not directly administered by MTC and review projects for their consistency with the RTP and the TIP. Federal and state regulations regarding the Intergovernmental Review of Federal Programs and a Memorandum of Understanding among MTC, ABAG and Caltrans provide for the review of projects and their funding applications for various federal and state grant programs. Further, MTC staff participates in the review and evaluation of requests for funding under federal programs administered by Caltrans (FTA Section 5310 and FTA Section 5311), and provides liaison to FHWA, FTA, Caltrans, county congestion management agencies and transit operators.

Ongoing tasks:

- Review project applications for consistency with regional transit capital priorities, TIP, FTA § 5309, 5307 and 5311, Programs of Projects, and applicant's plans
- Development and Distribution of Annual Fund Estimate
- Review of Short Range Transit Plans and Related Analysis of Transit Operator Programs and Budgets
- Evaluation of requests for Bridge Toll funds and allocation recommendations
- Annual Review of Performance Audits and Related Recommendations
- Annual Development of Productivity Improvement Program (PIP)
- Annual Development and Distribution of Regional Statistical Summary of Transit Operators

Products

Administer Triennial Performance audit program contract
Project reviews, evaluations and recommendations
FY 2012-13 Fund Estimate
Prepare annual claim forms and instructions
Statistical summary of transit operators
Triennial Performance Audit final reports

Estimated Completion Date

Ongoing
Monthly
Spring 2012
Spring 2012
Summer 2011 and 2012
Summer 2011 and 2012

No CPG funds used

Work Element 1515 State Programming, Monitoring and STIP Development

Description

Develop and implement programming policies and criteria for state funds consistent with the requirements of state law, including Senate Bill 45 (Chapter 622, Statutes 1997) and Assembly Bill 1012 (Chapter 783, Statutes of 1999), Proposition 1B (Chapter 25, Statutes 2006), and consistent with the overall investment objectives in the Regional Transportation Plan (RTP). Ensure compatibility with federal investment procedures and choices as conducted pursuant to federal programming activities described above.

Ongoing tasks:

- Implement policy decisions related to the adoption of the 2010 STIP
- 2010 STIP/Augmentation amendments and extensions, as required
- Implement policy and prepare regional nominations associated with the Proposition 1B programs, including Corridor Mobility Improvement Account, State Local Partnership, Public Transportation Modernization Account, and Trade Corridors.
- Monitor and assist in the delivery of project funding; produce and distribute project monitoring status reports.
- Refine and enhance funding database to accommodate state monitoring requirements; train staff in its use. Coordinate development of specifications for the funding database, in consultation with overall agency database development.
- Provide technical assistance to counties in delivering projects on the State Highway System

Major Products

Estimated Completion Date

| | |
|---|-----------|
| STIP Amendments and Extensions | Monthly |
| Status reports on 2006 STIP project delivery (SB 45) | Quarterly |
| TCRP Project Status | Quarterly |
| Regional Policies and Project Candidates for Proposition 1B | Ongoing |
| Enhancements to Web-Enabled Funding Database | Ongoing |

No CPG funds used

ADMINISTRATION

Work Element 1152: Financial Management

Description

To maintain and operate MTC's accounting and financial reporting system in such a manner as to establish adequate internal controls, ensure that obligations are properly recorded and paid, assure compliance with statutory requirements, and provide timely, pertinent, and accurate financial information. Financial management includes maintaining accounting records in such a way as to be accurate and in strict accordance with Generally Accepted Accounting Principles (GAAP), OMB Circular A-133, as well as with the accounting policies and procedures established by the Commission. Finally, to confirm financial management through an annual independent audit. Respond to the audit committee for annual audit results.

Ongoing tasks:

- Direct and coordinate annual agency budget preparation, implementation and monitoring
- Conduct contract compliance annual audits, including OMB Circular A-133 standards
- Conduct annual audit of MTC's financial records in accordance with GAAP and OMB A133
- Maintain financial records in accordance with GAAP and OMB Circular A-133 standards
- Finance provides the accounting, budgeting, and the general internal controls necessary to administer the OWP as well as to provide for all audit requirements
- OWP preparation and monitoring

Products

Estimated Completion Date

| | |
|--|------------------------|
| Operating Budget | July 2011 |
| Financial Reports | Monthly |
| Financial Summaries | Monthly |
| Requisitions to Funding Sources | Monthly or as required |
| FTA Section 5303 Record-Keeping and Requisitions | Quarterly |
| Annual Independent Audit | Fall 2011 |
| Investment Reports | Monthly |
| OWP | July 2011 |
| Compliance Audits | As Required |

*** Included as part of ICAP**

Work Element 1153: Administrative Services

Description

MTC's Administrative and Technology Services Section provides various support services to MTC staff, including human resource services, training programs, general services, purchasing, contract management services, copy center services, computer and desktop support, copy center services and so forth.

Ongoing tasks:

- Development and administration of human resources, employee benefits program and, administrative policies and procedures.
- Administration of the training and internship programs
- Propose, monitor and report on AA/EEO programs
- Represent MTC in meet and confer sessions with the employee groups.
- Purchasing, procurement and contract management services.
- Copying and mail services.
- Agency wide reception services.
- Management of employee and agency parking facilities.
- Update, administer, monitor and report on the agency's DBE program.
- Administrative programs, as needed (e.g., Safety, Security, Injury Prevention Program (IPP), Americans with Disabilities Act (ADA) compliance, etc.)
- Administer business insurance program.
- Provide management and staff services to Regional Administrative Facility Corporation

Products

Estimated Completion Date

| | |
|--|-------------------------|
| Administrative Policies and Procedures | As required |
| Contracts, Purchase Orders and Agreements | Ongoing |
| Recruitment activities | On-going |
| Training programs | On-going |
| Employee Recognition | On-going |
| Staff Classification and Compensation Implementation | Ongoing |
| Semi-Annual Salary Review | July 2011/January 2012 |
| Space Planning Implementation | On-going |
| Annual Affirmative Action Program Report Update | September 2012 |
| Annual DBE Availability Report | July 2011 |
| DBE Semi- annual Progress Reports | October 2011/April 2012 |
| Business Insurance Renewal | April 2012 |

*** Included as part of ICAP**

Work Element 1157: Building Maintenance

Description

Provides management services to the building maintenance, including providing staff services for the Metro Center building and its occupants.

Ongoing tasks:

Through the Administrative and Technology Services Section, MTC provides the following management and staff services.

- Prepares, administers, monitors and reports implementation of O&M budgets.
- Provides purchasing, procurement and contract management services.
- Provides facilities management, maintenance and staff services.
- Administers MetroCenter building safety and security program.
- Submits annual Tax Returns (Federal/State)

Products

Prepare O&M budget
Provide O&M Services
Manage MTC Procurement Services

Estimated Completion Date

June 2011
On-going
On-going

*** Included as part of ICAP**

Work Element 1161: Information Technology Services

Description

Provide ongoing operation, maintenance and enhancement of computer, communication and information systems as an essential support function to enable MTC to accomplish its objectives. This task includes "help desk" support and training for all MTC staff, on-going evaluation of developments in information technology, and development of implementation plans to incorporate new elements as required.

Acquisition, implementation and maintenance of new information technology systems and services, is another important support task. This includes develop of applications that support business functions (i.e. Fund Management System and more interactive services provided through MTC's Web site). Functions include upgrading the hardware and software underlying the Web site, and installing more sophisticated systems to manage the Web-based information more effectively.

Ongoing tasks:

- Operation, maintenance and upgrade of desktop computers, network, information systems and other communication devices.
- IT Strategic Plan implementation and update
- Network and programming services in support of MTC projects
- Network security assessment and remediation
- Development of Information Technology policies and procedures
- Desktop management and Help desk system
- Server and network architecture enhancements to support current and future needs
- Coordinate information technology planning and services with ABAG including GIS, network security, and disaster recovery, among others
- Web Site architecture and design plan
- Web audio-cast of Commission and committee meetings
- Electronic records management
- IT support for MTC's emergency response and disaster recovery functions
- Network and other information systems backup and recovery efforts

Products

Information Technology Policies update
Application development projects
Software/hardware acquisition
Network maintenance and performance
Business Continuity Planning
MTC Web site enhancements and redesign
Fund Management System Implementation
Web content management system implementation

Estimated Completion Dates

As needed
On-going
As needed
On-going
On-going
As needed
On-going
On-going

*** Included as part of ICAP**

Work Element 1131: Develop and Advocate for an Effective Legislative Program

Description

MTC researches, analyzes and monitors state and federal legislation for its impact on Bay Area transportation in working toward these objectives. MTC staff works with other local, regional and statewide organizations. MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies. Advocacy includes visits between staff and Commissioners and state and federal elected officials. No state or federal funding is used to support advocacy programs.

Major Tasks

- Legislative Program
- Monitor changes to federal and state legislation and regulations and disseminate information
- Review and analyze new legislation and budget proposals
- Prepare and distribute legislative history and fact sheets
- Provide updates on transportation matters to MTC and Partnership Committees
- Develop legislative programs and proposals
- Develop and advocate positions on:
 - Funding for Bay Area transportation projects and programs
 - State and federal fund programming reform
 - Environmental protection legislation
 - Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- Prepare legislative action alerts and testimony
- Maintain the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, the State Legislature, and related agencies
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and legislation, and state funding and project delivery reforms.
- Actively participate in state and national forums involving the formation of legislative and regulatory proposals

Products

Legislative History
Fact Sheets, Issue Papers
Updates on Bay Area transportation
Legislative and regulatory evaluations
Legislative Action Alerts
Annual Report to Sacramento delegation
Annual Report to Congressional Delegation

Estimated Completion Date

As needed
As required
As required
As required
As required
Winter 2012
Winter 2012

Not funded through the OWP process

Work Element 1230: Improve Freeway and Arterial Operations and Management

Objectives

MTC improves the overall efficiency of freeway and arterial routes through its MTC SAFE call box and FSP, freeway performance, incident management, and arterial operations programs.

Major Tasks

- **SAFE regional call box system**
- **SAFE Freeway Service Patrol**
- **Arterial operations coordination**
- **Implement incident management program**

| Major Products To Be delivered in FY 2011-12 | Estimated Completion Dates |
|--|-----------------------------------|
| Annual SAFE operating budget | Spring |
| Provide freeway patrol service on 550 miles of freeway | Ongoing |
| Provide support to the Local Streets & Roads Committee | Monthly |
| Reports on call box system usage and operation | Monthly |
| TETAP and RSTP projects and services | Ongoing |

All SAFE activities are not funded by CPG Grants

Work Element 1231: SAFE Regional Call Box system

Description

In 1988 the Commission became the Service Authority for Freeways and Expressways (SAFE) and installed call boxes in the nine Bay Area counties. The MTC SAFE partners with Caltrans to install new call boxes as needed and to develop other motorist aid systems. The Call Boxes are linked to the California Highway Patrol (CHP), as well as regional Call Box answering services. SAFE monitors program performance to ensure a timely response to users and keep boxes in service with timely maintenance.

Ongoing tasks:

- Replace system components to extend the life of the call boxes and reduce maintenance costs
- Implement Call Box Strategic Plan
- Manage ongoing call box operations and maintenance
- Provide access to call boxes for mobility and speech/hearing impaired motorists
- Provide staff support (analysis, documentation, reports) for MTC SAFE and California SAFE
- Investigate, design, and obtain crash test data for modified call box designs
- Implement Freeway aid service using the 511 phone system
- Modify call box system to take into account increased cell phone usage and changing technologies, including digital upgrade, increased spacing, and other similar measures

Products

Reports on call box system usage and operation
Status reports on call box maintenance and operations
Present budgets, expenditures, reports to SAFE Board

Estimated Completion Date

Monthly
Monthly
Bi-monthly or Quarterly

No CPG funds used

Work Element 1232: SAFE Freeway Service Patrol (FSP)

Description

MTC, CHP and Caltrans initiated FSP service in late August 1992 on one beat covering 10 miles of congested freeway with three trucks. Since that time, service has been expanded to 83 trucks covering over 550 miles of freeway. Each day these trucks provide free service to over 200 disabled vehicles and assist in the clearance of another 200 incidents such as debris and abandoned vehicles.

Ongoing tasks:

- Administer contracts with private tow contractors
- Analyze performance data for potential expansion or reduction of the FSP coverage area
- Provide temporary service in high-hazard construction zones around major freeway projects as requested by state and local agencies
- Use tow trucks to provide real-time traffic data
- Evaluate existing communication system including equipment operation and develop a strategic plan for system upgrade
- Develop program budget and assure proper revenue and expenditure tracking

Products

Provide freeway patrol service
Present budgets, expenditures, reports to SAFE Board
Provide data on Bay Area Traffic conditions for public use

Estimated Completion Date

Ongoing
Bi-monthly or Quarterly
As needed

No CPG funds used

Work Element 1235: Implement Incident Management Program

Description

To improve the management of incidents on Bay Area freeways, an Incident Management Task Force has been developed with state, regional, and local partners to recommend actions and projects to improve incident management (IM).

Tasks:

- The Freeway Management Executive Committee (FMEC), made up of representatives from CHP, Caltrans and MTC provides direction for IM activities. The FMEC meets bi-monthly.
- An IM Task Force made up of CHP, Caltrans and MTC representatives meet on a monthly basis to help facilitate interagency cooperation and oversee the development of specific short term actions and projects to improve IM.
- Recommendations from prior work of the IM Task Force will be implemented in the 10/11FY.
- Continue work on the Bay Area Video upgrade (BAVU) project to improve CCTV surveillance of the freeway system.
- Upgrade the Automated Transportation Management System (ATMS) at Caltrans District 4
- Upgrade the Transportation Management Center (TMC) video wall at Caltrans District 4

Major Products

Delivery Dates

Complete Phase 2 of the Bay Area Video upgrade (BAVU)

Spring 2011

Implement IM projects

Ongoing

Hold inter-agency incident coordination workshops

Quarterly

Participate in development of sub-regional incident management plans

Ongoing

Complete ATMS upgrade project

Summer 2011

Release RFP for TMC video wall project

Summer 2011

No CPG funds used

Work Element 1250: Bay Area Toll Authority

Objectives

To manage the Bay Area Toll Authority (BATA) and associated responsibilities, including a cooperative agreement with Caltrans for its operation and maintenance of the state-owned Bay Area toll bridges, the planning, design and construction of improvements to those bridges, and preparation and adoption of a long-range plan. The planning activities are part of the BATA budget approved separately by BATA.

Major Tasks

- **Project Management**
- **Electronic Toll Collection (ETC)**
- **BATA administration**
- **BATA finance**

| Major Products To Be delivered in FY 2011-12 | Estimated Completion Dates |
|---|-----------------------------------|
| Program Project Monitoring report | Monthly |
| Annual Toll Bridge Report to the Legislature | Winter 2011 |
| Audit of toll revenues and expenditures | Winter 2011 |

All BATA activities are not funded by CPG Grants

Work Element 1251: Project Management

Description

State law created the Bay Area Toll Authority, and MTC established BATA on January 28, 1998. BATA was initially created to oversee the base toll and implementation of Regional Measure 1 projects. Since 1998, the voters added \$1.5 billion to the Regional Measure 2 program and the State added administration of the \$6.2 billion bridge seismic retrofit program.

Ongoing tasks:

- Regional Ferry Plan
- BATA Project Management program
- Long-range plan to complete the Regional Measure 1 projects
- Oversee \$8.6 billion Seismic Retrofit Program
- Oversee completion of regional Measure 2 projects
- Monitor and update the 10-year Toll Bridge Rehabilitation Plan

Products

Project Monitoring report

Estimated Completion Date

Monthly

Not funded by CPG Grant

Work Element 1252: Electronic Toll Collection (ETC)

Description

In 2005, BATA completed the contract process for a new joint ETC Customer Service Center. The center opened in May 2005 and is currently processing transactions for BATA, Golden Gate, and the SFO Airport.

Ongoing tasks:

- Administer contract for the operation of the ETC CSC
- Electronic Toll Collection Strategic Plan
- Manage and operate the ETC Customer Service Center
- Develop an operational and marketing plan to increase ETC use
- Toll Plaza maintenance

Products

Bay Area Toll Bridge Program FY 2011-12 Budget
Regular maintenance of ETC Toll system

Estimated Completion Date

July 2011
Monthly

Not funded by CPG Grant

Work Element 1253: BATA Administration

Description

The toll revenue for which BATA has management responsibility derives from tolls collected on the seven state-owned Bay Area toll bridges and is used to support the following:

- Toll bridge operations and administration
- Toll bridge maintenance
- Toll bridge rehabilitation and operational improvement projects
- Regional Measure 1 bridge projects
- Toll-funded transit programs
 - AB 664 Net Revenues (public transportation capital support)
 - 90 percent Regional Rail Reserves (public transportation capital support)
 - 2 percent Transit Transfers (public transportation capital and operating support)

Ongoing tasks:

- Bridge toll revenue allocation policy.
- Annual financial report of state-owned toll bridges.
- Toll schedule for Bay Area bridges
- Programming and annual allocations of net bridge toll revenues
- BATA-Caltrans Cooperative Agreement

Products

Financial planning and policy documents

Estimated Completion Date

As required

Not funded by CPG Grant

Work Element 1254: BATA Finance

Description

The effective and prudent administration and investment of funds held in the Bay Area Toll Account for all toll bridge and toll-funded public transportation purposes

Ongoing tasks:

- Consolidation of the toll revenue
- Produce BATA financing documents
- Manage Bay Area Toll Account, including investment of funds, financial reporting and audits
- Financial planning and modeling for investment of Bay Area Toll Account funds, including preparation of information necessary for issuance of debt instruments (if warranted) to assure funding of bridge projects

Products

Bay Area Toll Account investment reports
Annual Toll Bridge Report to the Legislature
Audit of toll revenues and expenditures
Financial Reports

Estimated Completion Date

Monthly
Winter 2012
Fall 2012
Monthly

Not funded by CPG Grant

CHAPTER 3: BUDGET

FY 2011-12

MTC BUDGET SUMMARY

FY 11/12 Total Overall Work Program Direct Services Project Expenditure Estimates

| | Total Budget | Salaries, Benefits | Indirect Services | Other Operating Expenses | Consultant |
|--|-------------------|--------------------|-------------------|--------------------------|-------------------|
| Planning Funds | | | | | |
| 1110 Commission and Advisory Committees | 561,049 | 361,768 | 194,281 | 5,000 | 0 |
| 1113 Support Partnership Board | 208,122 | 136,056 | 73,066 | 0 | 0 |
| 1114 Support Advisory Committees | 351,927 | 225,712 | 121,215 | 5,000 | 0 |
| 1120 Planning Emphasis Areas | 7,392,698 | 2,302,291 | 1,236,407 | 194,000 | 3,660,000 |
| 1121 Regional Transportation plan | 2,095,460 | 340,565 | 182,895 | 37,000 | 1,535,000 |
| 1122 Analyze Regional Data using GIS and Travel Mod. | 3,801,385 | 1,125,145 | 604,240 | 157,000 | 1,915,000 |
| 1124 Airport/Seaport/Freight Planning | 171,168 | 111,363 | 59,805 | 0 | 0 |
| 1125 Non-motorized Transportation Activities | 90,500 | 52,373 | 28,126 | 0 | 10,000 |
| 1212 Performance Measurement and Monitoring | 349,387 | 227,300 | 122,067 | 0 | 0 |
| 1311 Implement Lifeline Transportation Program | 286,140 | 173,152 | 92,988 | 0 | 0 |
| 1312 Support Title V/Env. Justice | 123,893 | 80,598 | 43,284 | 0 | 0 |
| 1412 Transportation Conformity and Air Quality Planning | 294,795 | 191,795 | 103,000 | 0 | 0 |
| 1612 Proposition 84 PL | 200,000 | | | | 200,000 |
| 1130 Legislation and Public Affairs | 4,332,995 | 2,012,315 | 1,080,680 | 200,000 | 1,040,000 |
| 1112 Implement Public Information Program | 3,941,812 | 1,757,810 | 944,002 | 200,000 | 1,040,000 |
| 1166 Library | 391,183 | 254,506 | 136,678 | 0 | 0 |
| 1230 Improve Highway Arterial Operations & Management | 1,359,528 | 519,851 | 279,177 | 0 | 560,500 |
| 1228 Emergency Response | 1,141,862 | 378,237 | 203,126 | 0 | 560,500 |
| 1236 Implement Regional Express Lanes Network | 217,666 | 141,614 | 76,052 | 0 | 0 |
| 1510 Support Regional Transportation Investment | 3,285,436 | 1,250,650 | 671,640 | 72,500 | 1,290,646 |
| 1511 Conduct Financial Analysis and Planning | 282,272 | 183,647 | 98,625 | 0 | 0 |
| 1512 Federal, Programming & Monitoring TIP Mgmt | 1,428,821 | 813,685 | 436,981 | 72,500 | 105,646 |
| 1517 Transit Sustainability/Planning | 1,574,342 | 253,308 | 136,035 | 0 | 1,185,000 |
| Total Planning Funds | 16,931,707 | 6,446,876 | 3,462,185 | 471,500 | 6,551,146 |
| Grants | | | | | |
| 1120 Planning Emphasis Areas | 21,797,012 | 498,104 | 267,498 | 588,500 | 20,442,910 |
| 1413 Climate Assessments Initiative | 10,470,271 | 91,956 | 49,393 | 270,500 | 10,058,432 |
| 1310 Lifeline Program | 4,837,119 | 16,031 | 8,609 | 136,000 | 4,676,478 |
| 1611 Transportation for Livable Communities Program (TLC) | 6,489,623 | 390,117 | 209,506 | 182,000 | 5,708,000 |
| 1220 Traveler Coordination and Info Systems | 21,233,483 | 3,096,994 | 1,663,188 | 1,265,300 | 15,208,000 |
| 1221 Implement and Coordinate Clipper Operation | 2,460,696 | 1,335,493 | 717,204 | 408,000 | 0 |
| 1222 Implement Regional Rideshare Program | 4,827,759 | 236,663 | 127,096 | 0 | 4,464,000 |
| 1223 Support Regional Traveler Information Services | 1,441,016 | 463,240 | 248,775 | 54,000 | 675,000 |
| 1224 Supplement Regional Traveler Information Services | 8,148,791 | 651,789 | 350,022 | 519,000 | 6,629,000 |
| 1225 Implement Regional Transit Information System | 3,865,171 | 383,642 | 206,029 | 159,500 | 3,116,000 |
| 1226 Implement and Promote Regional Bicycle Information System | 489,050 | 26,187 | 14,063 | 124,800 | 324,000 |
| 1230 Improve Highway Arterial Operations & Management | 2,108,440 | 123,576 | 66,364 | 133,500 | 1,785,000 |
| 1228 Emergency Communication Operations | 52,456 | 11,357 | 6,099 | 0 | 35,000 |
| 1234 Arterial Operations Coordination | 2,055,984 | 112,218 | 60,265 | 133,500 | 1,750,000 |
| 1510 Support Regional Transportation Investment | 10,399,903 | 1,205,785 | 647,546 | 627,990 | 7,918,582 |
| 1233 Pavement Management Program (PMP) | 2,994,331 | 232,002 | 124,593 | 80,250 | 2,557,487 |
| 1513 New Freedom Planning | 5,237,564 | 136,281 | 73,188 | 0 | 5,028,095 |
| 1514 Regional Assistance Programs and Project Reviews | 930,383 | 388,660 | 208,723 | 0 | 333,000 |
| 1515 State Programming, Monitoring and STIP Development | 1,237,626 | 448,842 | 241,043 | 547,740 | 0 |
| Total Grants | 55,538,838 | 4,924,459 | 2,644,597 | 2,615,290 | 45,354,492 |
| Administration | | | | | |
| 1150 Agency Management | 1,475,015 | 299,288 | 160,727 | 0 | 1,015,000 |
| 1152 Financial Management | 810,000 | 0 | 0 | 0 | 810,000 |
| 1153 Administrative services | 30,000 | 0 | 0 | 0 | 30,000 |
| 1157 Building Maintenance | 480,015 | 299,288 | 160,727 | 0 | 0 |
| 1161 Information Technology Services | 175,000 | 0 | 0 | 0 | 175,000 |
| Total Administration | 1,475,015 | 299,288 | 160,727 | 0 | 1,015,000 |
| TOTAL MTC BUDGET | 73,945,560 | 11,670,622 | 6,267,510 | 3,086,790 | 52,920,638 |

FY 11/12 Total Overall Work Program Direct Services Project Expenditure Estimates/ Continued)

| | Total Budget | Salaries, Benefits | Indirect Services 52.60% | Other Operating Expenses | Consultant |
|--|-------------------|--------------------|-----------------------------|-----------------------------|-------------------|
| <u>1131 Legis. Programs</u> | 988,647 | 407,628 | 218,910 | 0 | 362,110 |
| <u>1230 SAFE</u> | 1,107,240 | | 1,107,240 | 0 | |
| <u>1250 Bay Area Toll Authority</u> | 3,561,754 | | 3,561,754 | 0 | |
| Total not federally funded | 5,657,641 | 407,628 | 4,887,904 | 0 | 362,110 |
| MTC Total Expenditures for OWP Purposes | 79,603,201 | 12,078,249 | 11,155,414 | 3,086,790 | 53,282,748 |
| ABAG Regional Planning | 3,886,480 | | | | 3,886,480 |
| BCDC Regional Planning | 309,000 | | | | 309,000 |
| Total Expenditures for OWP Purposes | 83,798,681 | 12,078,249 | 11,155,414 | 3,086,790 | 58,218,228 |

Revenue Estimates

| | Total Budget | | FHWA PL FY12 Requires T.C. | FHWA PL FY12-T.C. | FHWA PL FY11 Requires L.M. | FTA 5303 Toll Credit | STP PL | Planning Grant Prop 84 | FTA 5307 | CMAQ | STP | JARC New Freedom | General Fund | Local Funds |
|---|--|-------------|-------------------------------|-------------------|-------------------------------|-------------------------|-----------|---------------------------|------------|------------|------------|---------------------|-----------------|----------------|
| | Revenue | Expenditure | | | | | | | | | | | | |
| Planning Funds | | 561,048 | 200,000 | T.C. | 47,217 | 106,587 | T.C. | 0 | 0 | 0 | 0 | 0 | 207,245 | 0 |
| | 10 Commission and Advisory Committees | 209,122 | 100,000 | T.C. | | 50,000 | T.C. | | | | | | 59,122 | |
| | 13 Support Partnership Board | 351,927 | 100,000 | T.C. | 47,217 | 58,587 | T.C. | | | | | | 148,123 | |
| | 20 Planning, Emphasis Areas | 7,392,698 | | | 728,000 | 730,000 | T.C. | 926,385 | 200,000 | 0 | 0 | 0 | 2,258,313 | 200,000 |
| | 21 Regional Transportation plan | 2,065,460 | 400,000 | T.C. | | 130,000 | T.C. | | | | | | 1,565,460 | 0 |
| | 22 Analyze Regional Data using GIS and Travel Mod. | 3,901,385 | 1,100,000 | T.C. | 728,000 | 410,000 | T.C. | 926,385 | 0 | | | | 437,000 | 200,000 |
| | 24 Airport/Seaport/Freight Planning | 171,168 | 100,000 | T.C. | | 30,000 | T.C. | | | | | | 41,168 | 0 |
| | 25 Non-motorized Transportation Activities | 90,500 | 50,000 | T.C. | | 10,000 | T.C. | | | | | | 30,500 | 0 |
| | 12 Performance Measurement and Monitoring | 348,367 | 200,000 | T.C. | | 100,000 | T.C. | | | | | | 48,367 | 0 |
| | 12 Performance Measurement and Monitoring | 266,140 | 200,000 | T.C. | | 0 | T.C. | | | | | | 66,140 | 0 |
| | 11 Implement Lifeline Transportation Program | 123,883 | 100,000 | T.C. | | 0 | T.C. | | | | | | 23,883 | 0 |
| | 12 Support Title VI/Env. Justice | 294,795 | 200,000 | T.C. | | 50,000 | T.C. | | 200,000 | | | | 44,795 | 0 |
| | 12 Transportation Conformity and Air Quality Planning | 200,000 | 0 | | | 0 | T.C. | | | | | | 0 | 0 |
| | 12 Proposition 84 PL | | | | | | | | | | | | | |
| | 30 Legislation and Public Affairs | 4,332,995 | 1,900,000 | T.C. | | 360,000 | T.C. | 442,815 | 0 | 0 | 0 | 0 | 1,055,380 | 575,000 |
| 12 Implement Public Information Program | 3,941,812 | 1,700,000 | T.C. | | 260,000 | T.C. | 442,815 | | | | | 964,187 | 575,000 | |
| 36 Library | 391,183 | 200,000 | T.C. | | 100,000 | T.C. | | | | | | 91,183 | | |
| 30 Improve Highway Arterial Operations & Management | 1,359,528 | 500,000 | T.C. | | 200,000 | T.C. | 0 | 0 | 0 | 0 | 0 | 859,528 | 0 | |
| 28 Emergency Response | 1,141,862 | 300,000 | T.C. | | 200,000 | T.C. | | | | | | 841,862 | | |
| 36 Implement Regional Express Lanes Network | 217,666 | 200,000 | T.C. | | 0 | T.C. | | | | | | 17,666 | | |
| 10 Support Regional Transportation Investments | 3,285,436 | 971,099 | T.C. | 200,000 | 1,430,000 | T.C. | 0 | 0 | 84,795 | 0 | 0 | 133,891 | 485,651 | |
| 11 Conduct Financial Analysis and Planning | 282,272 | 100,000 | T.C. | | 170,000 | T.C. | | | 94,795 | | | 12,272 | 20,851 | |
| 12 Federal, Programming & Monitoring TIP Mgmt | 1,428,821 | 871,098 | T.C. | 200,000 | 170,000 | T.C. | | | | | | 38,342 | 445,000 | |
| 17 Transit Sustainability/Planning | 1,574,342 | 0 | | | 1,090,000 | T.C. | | | | | | | | |
| Total Planning Funds | 16,931,707 | 5,921,099 | T.C. | | 975,217 | 2,826,587 | 1,369,000 | 200,000 | 84,795 | 0 | 0 | 0 | 4,314,158 | 1,240,851 |
| Transits | | | | | | | | | | | | | | |
| | 20 Planning, Emphasis Areas | 21,797,012 | 0 | | 0 | 0 | 0 | 0 | 0 | 15,806,932 | 508,000 | 3,614,151 | 590,777 | 1,278,152 |
| | 13 Climate Assessments Initiative | 10,470,271 | 0 | | 0 | 0 | | | | 10,203,932 | | | 203,839 | 62,500 |
| | 10 Lifeline Program | 4,837,119 | 0 | | 0 | 0 | | | | | | | 6,316 | 1,216,652 |
| | 11 Transportation for Livable Communities Program (TLC) | 8,469,623 | 0 | | 0 | 0 | | | | 5,603,000 | 508,000 | | 380,623 | |
| | 20 Traveler Coordination and Info Systems | 21,233,483 | 0 | | 0 | 0 | 0 | 0 | 0 | 5,764,525 | 10,883,042 | 0 | 1,825,757 | 2,950,159 |
| | 21 Implement and Coordinate Clipper Operation | 2,460,686 | 0 | | 0 | 0 | | | | 1,769,075 | 395,021 | 0 | 298,600 | 0 |
| | 22 Implement Regional Rideshare Program | 4,827,759 | 0 | | 0 | 0 | | | | 3,584,672 | 0 | 45,581 | 1,187,508 | 1,187,508 |
| | 23 Support Regional Traveler Information Services | 1,441,016 | 0 | | 0 | 0 | | | | 281,163 | 250,537 | 188,300 | 741,016 | 188,300 |
| | 24 Implement Regional Traveler Information Services | 6,146,791 | 0 | | 0 | 0 | | | | 7,188,753 | 0 | 39,891 | 910,347 | 810,347 |
| | 25 Implement Regional Transit Information System | 3,865,171 | 0 | | 0 | 0 | | | | 0 | 2,902,039 | 0 | 605,728 | 357,408 |
| | 26 Implement and Promote Regional Bicycle Information System | 469,050 | 0 | | 0 | 0 | | | | 149,615 | 145,892 | 193,743 | | |
| | 30 Improve Highway Arterial Operations & Management | 2,108,440 | 0 | | 0 | 0 | 0 | 0 | 0 | 1,750,000 | 269,780 | 0 | 53,898 | 34,954 |
| | 28 Emergency Communication Operations | 52,456 | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 52,456 | |
| | 34 Arterial Operations Coordination | 2,055,984 | 0 | | 0 | 0 | | | | 1,750,000 | 269,780 | 1,240 | 34,954 | |
| 10 Support Regional Transportation Investments | 10,369,903 | 0 | | 0 | 0 | | | | 1,905,597 | 5,225,106 | 5,225,106 | 1,871,754 | 1,397,448 | |
| 33 Pavement Management Program (PMP) | 2,984,331 | 0 | | 0 | 0 | | | | 0 | 1,905,597 | 0 | 401,488 | 687,246 | |
| 13 New Freedom Planning | 5,237,584 | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 12,458 | 55,000 | |
| 14 Regional Assistance Programs and Project Reviews | 930,383 | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 875,383 | 875,383 | |
| 15 State Programming, Monitoring and STIP Development | 1,237,626 | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 582,426 | 55,200 | |
| Total Grants | 55,638,636 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 23,321,457 | 13,574,429 | 8,839,257 | 4,141,984 | 5,661,711 |
| Administration | | | | | | | | | | | | | | |
| | 50 Agency Management | 1,475,015 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 925,015 | 550,000 |
| | 52 Finance Management | 810,000 | 0 | | 0 | 0 | | | | | | | 560,000 | 250,000 |
| | 53 Administrative Services | 30,000 | 0 | | 0 | 0 | | | | | | | 30,000 | 30,000 |
| | 57 Building Maintenance | 460,015 | 0 | | 0 | 0 | | | | | | | 180,015 | 180,015 |
| 61 Information Technology Services | 175,000 | 0 | | 0 | 0 | | | | | | | 175,000 | 300,000 | |
| Total Administration | 1,475,015 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 925,015 | 550,000 |
| Total MTC BUDGET | 73,945,560 | 5,921,099 | 975,217 | 2,826,587 | 1,369,000 | 200,000 | 84,795 | 23,321,457 | 13,574,429 | 8,839,257 | 9,381,167 | 7,452,562 | | |

| | Total Budget Revenue | FHWA PL FY12 Requires T.C. | | FHWA PL FY11 Requires L.M. | | FTA 5303 Full Credit | | Planning Grant Prop 84 | | FTA 5307 | | CMAQ | | STP | | JARC/ New Freedom | | General Funds | | Local Funds | |
|------------------------------------|-------------------------|-------------------------------|-----------|-------------------------------|-----------|-------------------------|----------|---------------------------|-----------|----------|------------|------------|-----------|------------|-----------|----------------------|----------------------|------------------|------------------|----------------|----------------|
| | | FY12 T.C. | FY11 L.M. | FY12 T.C. | FY11 L.M. | FTA 5303 | FTA 5303 | STP PL | STP PL | FTA 5307 | FTA 5307 | CMAQ | CMAQ | STP | STP | JARC/ New Freedom | JARC/ New Freedom | General Funds | General Funds | Local Funds | Local Funds |
| 131 Legis. Programs | 988,847 | 0 | | | | | | | | | | | | | | | | 147 | 52,500 | | |
| 230 SAFE | 1,107,240 | 0 | | | | 0 | | | | | | | | | | | | | 1,107,240 | | |
| 250 Bay Area Toll Authority | 3,561,754 | 0 | | | | 0 | | | | | | | | | | | | 3,561,754 | | | |
| total not federally funded | 5,657,841 | 0 | | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,497,902 | 1,159,740 | | |
| ITC Total Revenue for OWP Purposes | 79,603,201 | 5,921,099 | 767,141 | 975,217 | 2,826,567 | 2,826,567 | 366,214 | 1,369,000 | 200,000 | 84,795 | 23,321,457 | 13,574,429 | 8,339,257 | 13,574,429 | 8,339,257 | 13,574,429 | 8,339,257 | 13,678,059 | 8,612,302 | | |
| HWA & FTA 5303 Local Match | | 1,044,900 | (767,141) | 172,097 | 229,183 | (366,214) | | 619,000 | 800,000 | | | | | 250,000 | | | | 771,300 | | | |
| OLL Credit | | | | | | | | 309,000 | | | | | | | | | | 440,000 | | | |
| BAG Regional Planning | 3,886,480 | | | | | | | | | | | | | | | | | | | | |
| CDC Regional Planning | 309,000 | | | | | | | | | | | | | | | | | | | | |
| total Revenue for OWP Purposes | 83,798,681 | 6,965,999 | 0 | 1,147,314 | 3,055,770 | 0 | 0 | 2,297,000 | 1,000,000 | 84,795 | 23,321,457 | 13,824,429 | 8,839,257 | 13,824,429 | 8,839,257 | 15,090,369 | 8,612,302 | | | | |

Budget Summary

ABAG

ABAG BUDGET SUMMARY

MTC/ABAG JOINT PROGRAM (FY 11-12)

FHWA, FTA, TDA, STP & PROPOSITION 84 PLANNING FUNDS

WORK ELEMENT

| | FTA Toll Credit for a match | FHWA Toll Credit for a match | FHWA FY '11 (requires L.M.) | TDA | STP | Proposition 84 SGC | TOTAL |
|--|---|--|--------------------------------------|----------------|----------------|-----------------------|------------------|
| 1. Data Analysis | 118,029 | 538,124 | | 184,563 | 442,949 | | 1,283,665 |
| 2. Planning Services | 111,154 | 506,777 | 172,087 | 298,210 | 176,051 | 800,000 | 2,064,279 |
| 3. Public Information/Regional Liaison | | | | 0 | | | 0 |
| 4. Intergovernmental Coordination | | | | 0 | | | 0 |
| 5. Repayment of \$350,000 advance for FY '11 | | | | 288,528 | | | 288,528 |
| Totals | 229,183 | 1,044,901 | 172,087 | 771,301 | 619,000 | 800,000 | 3,636,472 |

Projected addition of Station Area Planning Grant to Planning Services

250,000

PROJECTED TOTAL

3,886,472 **

Appendix B

APPENDIX B

FTA FUNDED PROJECTS

Caltrans Consolidated Planning Grant Program
FTA Section 5304

FY 2011-12

INTRODUCTION

FTA provides technical study grants for the planning of projects to improve public mass transportation services in urban areas. Caltrans sponsors an annual "Transportation Planning Grant" (TPG) Program, which includes funding from FTA Section 5304. This appendix includes work scopes for planning projects in the MTC Region because such programming is required in order for grants to be awarded to project sponsors.

APPROVED FTA 5304 PROJECTS - FY 2010-11

| <u>APPROVED FTA 5304 PROJECTS - FY 2010-11</u> | | Local Match | | |
|--|--|------------------|-----------------|------------------|
| | | Federal Fund | In-Kind | Cash |
| WE 1121 | Better Market Street Transit Planning Study | \$249,650 | | \$240,350 |
| WE 1121 | San Francisco Bay area Rapid Transit District Metro - Sustainable Communities Operational Analysis | \$300,000 | \$38,900 | |
| WE 1121 | Marin County Transit District Internships in Transit Planning | \$26,000 | \$3,503 | |
| WE 1121 | Tiburon Transit Needs Assessment | \$50,000 | \$6,500 | |
| | TOTAL | \$625,650 | \$48,903 | \$240,350 |

FTA 5304 PROJECTS - FY 2009-10

| <u>FTA 5304 PROJECTS - FY 2009-10</u> | | Local Match | | |
|---------------------------------------|---|--------------|-----------|----------|
| | | Federal Fund | In-Kind | Cash |
| WE 1121 | West Contra Costa Transit Enhancement Strategic Plan | \$250,000 | \$32,393 | |
| WE 1125 | Daly City Bay Area Rapid Transit District (BART Access Improvement Plan | \$250,000 | \$28,436 | \$20,000 |
| WE 1125 | Modeling Bicycle Access to Transit: BART Bicycle Plan Update | \$227,522 | \$29,478 | |
| WE 1121 | Rio Vista Delta Breeze Short Range Transit Plan | \$25,000 | \$2,868 | \$2,868 |
| WE 1121 | Novato Transit Needs Assessment | \$100,000 | \$12,956 | |
| WE 1124 | San Francisco International Airport Surface Transportation Planning Interns | \$44,000 | | \$6,000 |
| | TOTAL | \$896,522 | \$106,131 | \$28,868 |

FTA 5304 PROJECTS - FY 2008-09

| <u>FTA 5304 PROJECTS - FY 2008-09</u> | | Local Match | | |
|---------------------------------------|---|--------------|----------|------|
| | | Federal Fund | In-Kind | Cash |
| WE 1122 | ABAG Regional Land Use/Transportation Model Upgrade | \$300,000 | \$38,868 | |
| | TOTAL | \$300,000 | \$38,868 | \$0 |

| | | | |
|--------------------|--------------------|------------------|------------------|
| GRAND TOTAL | \$1,822,172 | \$193,902 | \$269,218 |
|--------------------|--------------------|------------------|------------------|

Work Element 1121: Better Market Street Transit Planning Study

The Better Market Street Transit Planning study will identify and analyze the operational and facility design changes needed to improve transit performance on Market Street. Based on results, the study will create conceptual designs and new operating plans for transit, with a focus on effective and sustainable transit solutions, support for non-motorized modes, and managing automobile impacts. The project will be coordinated with the regional Transit Sustainability Project, a critical component of the region's Sustainable Communities Strategy, which will evaluate the region's transit system and establish an implementation plan for a more financially viable transit system that is both cost-effective and customer-focused. The operational analysis and recommendations to improve transit on and across Market Street identified by this study will both be informed by and help to inform the larger regional effort. The San Francisco County Transportation Authority (SFCTA), in conjunction with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of Public Works (SFPDW), the San Francisco Planning Department (Planning), the San Francisco Public Utilities Commission (SFPUC), and the Mayors Office of Economic and Workforce Development (OEWD) will hire a consultant to deliver the following products and outcomes:

- Existing conditions report for transit issues and opportunities on Market Street, including a GIS maps highlighting key data analysis.
- Best Practices Report highlighting operational analysis of streets analogous to Market Street.
- Transit Delay Study memorandum describing the hindrances to transit operations on Market Street.
- Service Planning and Operational Issues memorandum outlining conceptual strategies for improving transit operations on Market Street.
- Transit Improvement Measures Evaluation and Prioritization memorandum providing detailed improvement measures on a block-by-block basis to enhance transit operations on Market Street
- 12% conceptual designs and cost estimates for 3 alternatives to be carried forward for full environmental analysis in a subsequent phase of work;
- Final report documenting the process, findings, and recommendations of the study.

| Tasks and Products | Estimated Completion |
|---|-----------------------------|
| Task 1: Startup | February 2011 |
| Task 2: Existing Conditions | July 2011 |
| Task 3: Best Practices | April 2011 |
| Task 4: Transportation System and Operation Analysis | March 2012 |
| Task 5: Conceptual Designs and Cost Estimates | June 2012 |
| Task 6: Final Report | June 2012 |

Estimated Cost by Funding Source

| | |
|-------------------------|-----------|
| FTA 5304: | \$249,650 |
| SFCTA Cash Local Match: | \$240,350 |
| Total: | \$490,000 |

Work Element 1121: San Francisco BART Metro - Sustainable Communities Operational Analysis

Objective

The objective of this study is to better align BART operational strategies with the emerging SB375-guided regional Sustainable Communities Strategy (SCS) being prepared for the 2013 Regional Transportation Plan (RTP). This proposed study will feature a high-level analysis of travel markets (building on MTC's Transit Sustainability Project), and their corresponding relationship to potential BART service and capacity strategies. By analyzing train operations, BART is striving to continuously improve operational efficiency, more cost-effectively serve the public, and reduce BART's own greenhouse gas emissions per transit vehicle mile. This study will focus on BART's core system, and will identify the types of key infrastructure (i.e., crossovers, pocket-tracks) and operational strategies (i.e., new or revised routes and schedules) needed to enhance service for the public on the existing two-track railroad system.

| Tasks and Products | | Estimated Completion |
|---------------------------|--|-----------------------------|
| Task 1 | <u>Startup and Administration</u> Final Work Program Caltrans Quarterly Progress Reports Refined Problem Statement | February 2013 |
| Task 2 | <u>Context</u> BART Context Working Paper Travel Market Analysis Working Paper Operational Best Practices Working Paper Key Performance Indicators Working Paper | February 2012 |
| Task 3 | <u>Analysis</u> Operational Strategies Working Paper Scenario Development Working Paper Evaluation Working Paper Presentation Materials and Meeting Minutes Implementation Plan Working Paper | September 2012 |
| Task 4 | Draft Report Final Report Presentation Materials | February 2013 |

Estimated Cost by Funding Source

| | |
|--------------------------------|------------------|
| FTA 5304: | \$300,000 |
| BART In-Kind Staff Time Match: | <u>\$ 38,900</u> |
| Total: | \$338,900 |

| Task | Activity | In Kind Contributions | | | Estimated Cost * |
|-------|---|-----------------------|----------------|-------|---------------------|
| | | Title | Hourly Rate | Hours | |
| 1 | Startup and Administration | | | | |
| | 1.0 Pre-contracting conference | Senior Planner | \$115 | 0 | \$0 |
| | 1.1 Administrative Startup | Senior Planner | \$115 | 9 | \$1,000 |
| | 1.2 Project Management | Senior Planner | \$115 | 35 | \$4,000 |
| | 1.3 Refine Problem Statement | Senior Planner | \$115 | 4 | \$500 |
| | Task 1 in kind match amount | | | 48 | \$5,500 |
| 2 | Context | | | | |
| | 2.1 Existing and Planned Conditions | Senior Planner | \$115 | 9 | \$1,000 |
| | 2.2 Travel Market Analysis | Senior Planner | \$115 | 17 | \$1,900 |
| | 2.3 Operational Best Practices | Senior Planner | \$115 | 9 | \$1,000 |
| | 2.4 Identify Key Performance Indicators | Senior Planner | \$115 | 7 | \$700 |
| | Task 2 in kind match amount | | | 41 | \$4,600 |
| 3 | Analysis | | | | |
| | 3.1 Identify Operational Strategies | Senior Planner | \$115 | 24 | \$2,700 |
| | 3.2 Operational Analysis | Senior Planner | \$115 | 42 | \$4,800 |
| | 3.3 Outreach | Senior Planner | \$115 | 96 | \$11,000 |
| | 3.4 Implementation Plan | Senior Planner | \$115 | 34 | \$3,900 |
| | Task 3 in kind match amount | | | 195 | \$22,400 |
| 4 | Findings | | | | |
| | 4.1 Draft and Final Reports | Senior Planner | \$115 | 21 | \$2,400 |
| | 4.1 Findings Outreach | Senior Planner | \$115 | 35 | \$4,000 |
| | Task 4 in kind match amount | | | 56 | \$6,400 |
| TOTAL | | | | 340 | \$38,900 |

* Dollar amounts are rounded to nearest 100.

In-kind local match provided by Bay Area Rapid Transit (BART) using local BART operating funds.
Match will be documented using quarterly invoices including staff timesheets for project.

Work Element 1121: Marin County Transit District - Internships in Transit Planning

Objective

The Marin County Transit District (MCTD) internship program will provide valuable experience for enrolled college students interested in working in the field of public transportation. Additionally, the internship program will provide management opportunities for mid-level MCTD staff that would otherwise not be available to an agency with few staff. There are four internship projects that focus on existing planning needs for MCTD that might otherwise go unmet.

The Novato Dial-a-Ride Evaluation project will focus on the operations of the newest Marin Transit service, the Novato Dial-a-Ride, to better understand who uses this service and identify improvements to operate this service more efficiently.

The Fare Payment Evaluation project will focus on how passengers pay their fares to board Marin Transit services, better understand why many passengers pay cash fares rather than use unlimited-ride passes or universal fare cards, and develop strategies to encourage use of non-cash fare options.

The Service Needs Study will evaluate the evening transit needs of low income workers. The project will result in a final report summarizing these needs and a list of recommendations to meet these service needs.

The Marketing Implementation project will focus on implementing several of the remaining marketing strategies included in the 2007 Marin Transit Market Assessment aimed at increasing exposure of the agency and preparing materials to improve the passenger experience.

| Tasks and Products | Estimated Completion |
|--|-----------------------------|
| Task 1.1: Novato Dial-a-Ride Evaluation – Short background report on findings. | September 2010 |
| Task 1.2: Novato Dial-a-Ride Evaluation – Matrix of potential projects, associated report, and final report. | November 2010 |
| Task 2.1: Fare Payment Evaluation – Short background on findings. | March 2011 |
| Task 2.2: Fare Payment Evaluation – Marketing/Education materials and summary report. | June 2011 |
| Task 2.3: Fare Payment Evaluation – Matrix of improvement options, associated report, and final report. | May 2011 |
| Task 3.1: Service Needs Study – Short background on findings. | July 2011 |
| Task 3.2: Service Needs Study – Matrix of improvement options and associated report. | August 2011 |
| Task 3.3: Service Needs Study – Final report detailing the case study. | September 2011 |
| Task 4.1: Marketing Implementation – Short background on findings. | February 2012 |
| Task 4.2: Marketing Implementation – Individual Route Maps | April 2012 |
| Task 4.3: Marketing Implementation – Marketing materials and contact lists | May 2012 |

* The schedule described above assumes an intern would work three days a week for 15 weeks on each project. Marin Transit realizes this is largely dependent on each intern's schedule and availability. Marin Transit budgeted a total of 360 intern hours for each project, and will be flexible on the schedule for each project.

Estimated Cost by Funding Source

| | |
|---------------------------|----------|
| FTA 5304: | \$26,000 |
| MCTD In-Kind Local Match: | \$ 3,503 |
| Total: | \$29,503 |

| Task | Activity | In Kind Contributions | | | Estimated Cost |
|------|-------------------------------|------------------------------------|-------------|-------|-------------------|
| | | Title | Hourly Rate | Hours | |
| 1 | Novato Dial-a-Ride Evaluation | | | | |
| | | Transit Operations Manager | \$126.50 | 2 | \$253.00 |
| | | Senior Transportation Planner 1 | \$114.62 | 6 | \$687.72 |
| | | Transportation Planner | \$60.20 | 3 | \$180.60 |
| | | Task 1 in kind match amount | | | \$1,121.32 |
| 2 | Fare Payment Evaluation | | | | |
| | | Transit Operations Manager | \$126.50 | 2 | \$253.00 |
| | | Senior Transportation Planner 1 | \$114.62 | 6 | \$687.72 |
| | | Transportation Planner | \$60.20 | 4.25 | \$255.85 |
| | | Task 2 in kind match amount | | | \$1,196.57 |
| 3 | Service Needs Study/Marketing | | | | |
| | | Transit Operations Manager | \$126.50 | 2.75 | \$347.88 |
| | | Senior Transportation Planner 1 | \$114.62 | 6 | \$687.72 |
| | | Transportation Planner | \$60.20 | 2.5 | \$150.50 |
| | | Task 3 in kind match amount | | | \$1,186.10 |
| | | Total In Kind | | | \$3,503.99 |

In-kind local match provided by Marin County Transit District using Measure A funds.
Match will be documented using quarterly invoices including staff timesheets for project.

Work Element 1121: Tiburon Transit Needs Assessment

Objective

The Tiburon Transit Needs Assessment will evaluate the existing transit services in Tiburon, identify additional transportation needs in this northern part of Marin County, and provide short-term and long-term recommendations to the Marin County Transit District (Marin Transit) to address the identified service gaps. An implementation plan will be developed and will be reviewed on the basis of economic feasibility, improved service efficiencies, and better regional transit connections. Community outreach and public involvement will be integral to the success of the study, and ongoing coordination with multiple stakeholder groups in Tiburon is an intended outcome of the proposed study.

| Tasks and Products | Estimated Completion |
|--|-----------------------------|
| Project Kick-off Meeting | July 2011 |
| Create a Technical Advisory Committee | August 2011 |
| Finalize Work Plan | September 2011 |
| Existing Conditions Data Collection | January 2012 |
| Consultation and Review | January 2012 |
| Organize and Conduct a Public Outreach Effort | March 2013 |
| Develop Draft Improvement Plan | June 2012 |
| Develop Implementation Plan | July 2012 |
| Develop Final Recommendations | September 2012 |
| Draft Novato Transit Needs Assessment Document | February 2013 |
| Public Review of Draft Document | May 2013 |
| Present Final Novato Transit Needs Assessment Document to MCTD Board | June 2013 |

Estimated Cost by Funding Source

| | |
|---------------------------|-----------|
| FTA 5304: | \$ 50,000 |
| MCTD In-Kind Local Match: | \$ 6,500 |
| Total: | \$ 56,500 |

| Task | Activity | In Kind Contributions | | | Estimated Cost |
|------|-------------------------------------|---------------------------------|-------------|-------|-------------------|
| | | Title | Hourly Rate | Hours | |
| 1 | Project Kick-Off Meeting | Transit Operations Manager | \$126.50 | 0.5 | \$63.25 |
| | | Senior Transportation Planner 1 | \$114.62 | 0.5 | \$57.31 |
| | | Transportation Planner | \$60.20 | 1.25 | \$75.25 |
| | Create Technical Advisory Committee | Transit Operations Manager | \$126.50 | 0.5 | \$63.25 |
| | | Senior Transportation Planner 1 | \$114.62 | 0.5 | \$57.31 |
| | | Transportation Planner | \$60.20 | 1.25 | \$75.25 |
| | Finalize Work Plan | Transit Operations Manager | \$126.50 | 0 | \$0.00 |
| | | Senior Transportation Planner 1 | \$114.62 | 1 | \$114.62 |
| | | Transportation Planner | \$60.20 | 0.25 | \$15.05 |
| | Task 1 in kind match amount | | | | \$521.29 |
| 2 | Existing Conditions Data Collection | Transit Operations Manager | \$126.50 | 0.5 | \$63.25 |
| | | Senior Transportation Planner 1 | \$114.62 | 2.75 | \$315.21 |
| | | Transportation Planner | \$60.20 | 11 | \$662.20 |
| | Consultation and Review | Transit Operations Manager | \$126.50 | 0.75 | \$94.88 |
| | | Senior Transportation Planner 1 | \$114.62 | 1.25 | \$143.28 |
| | | Transportation Planner | \$60.20 | 2.5 | \$150.50 |
| | Task 2 in kind match amount | | | | \$1,429.31 |
| 3 | Public Outreach Effort | Transit Operations Manager | \$126.50 | 3.5 | \$442.75 |
| | | Senior Transportation Planner 1 | \$114.62 | 3.75 | \$429.83 |
| | | Transportation Planner | \$60.20 | 12.5 | \$752.50 |
| | Task 3 in kind match amount | | | | \$1,625.08 |
| 4 | Develop Draft Improvement Plans | Transit Operations Manager | \$126.50 | 1.75 | \$221.38 |
| | | Senior Transportation Planner 1 | \$114.62 | 0.5 | \$57.31 |
| | | Transportation Planner | \$60.20 | 4 | \$240.80 |
| | Develop Implementation Plan | Transit Operations Manager | \$126.50 | 1.75 | \$221.38 |
| | | Senior Transportation Planner 1 | \$114.62 | 0.5 | \$57.31 |
| | | Transportation Planner | \$60.20 | 4 | \$240.80 |
| | Develop Recommendations | Transit Operations Manager | \$126.50 | 1.5 | \$189.75 |
| | | Senior Transportation Planner 1 | \$114.62 | 1.75 | \$200.59 |
| | | Transportation Planner | \$60.20 | 3.25 | \$195.65 |
| | Task 4 in kind match amount | | | | \$1,624.96 |
| 5 | Draft Document | Transit Operations Manager | \$126.50 | 3 | \$379.50 |

| | | | | |
|------------------------------------|---------------------------------|----------|------|-------------------|
| Public Review | Senior Transportation Planner 1 | \$114.62 | | \$0.00 |
| | Transportation Planner | \$60.20 | 4.5 | \$270.90 |
| | Transit Operations Manager | \$126.50 | 1.5 | \$189.75 |
| Document Presentation | Senior Transportation Planner 1 | \$114.62 | | \$0.00 |
| | Transportation Planner | \$60.20 | 2.25 | \$135.45 |
| | Transit Operations Manager | \$126.50 | 1.5 | \$189.75 |
| | Senior Transportation Planner 1 | \$114.62 | | \$0.00 |
| | Transportation Planner | \$60.20 | 2.25 | \$135.45 |
| Task 5 in kind match amount | | | | \$1,300.80 |
| Total In Kind | | | | \$6,501.43 |

In-kind local match provided by Marin County Transit District using Measure A funds.
Match will be documented using quarterly invoices including staff timesheets for project.

Work Element 1121: West Contra Costa Transit Enhancement Strategic Plan

Objectives

The goals of the project are to advance the environmental goals of Senate Bill 375, decrease congestion along the I-80 corridor, and enhance the economic vitality of West Contra Costa by identifying and prioritizing improvements aimed at increasing transit use in the area. The focus of the project is on integration of land use and transit services through transit enhancement projects, which are physically or functionally related to transit facilities. Specifically, the study will identify transit enhancements for existing and planned transit-oriented developments (TODs), priority development areas (PDAs), and major employment centers in West Contra Costa County; and improvements to enhance the connectivity of existing and planned transit services to areas outside of West Contra Costa County. WCCTAC envisions working with consultants to deliver the project. The project sponsor/grant sub recipient is the West Contra Costa Transportation Advisory Committee (WCCTAC). WCCTAC will retain a consultant to perform the following tasks according to the estimated schedule:

| Task and Products | Estimated Completion |
|--|-----------------------------|
| Prepare detailed work plan, schedule, and budget | April 2010 |
| Prepare transit enhancement toolbox | August 2010 |
| Data collection and reduction – Tech Memo 1 | August 2010 |
| Analysis of existing and near-term future conditions – Tech Memo 2 | May 2011 |
| Public outreach and engagement – Outreach Plan and Tech Memo 3 | August 2011 |
| Develop recommendations – Prioritization Criteria and Tech Memo 4 | February 2012 |
| West County public agency outreach | May 2012 |

Estimated Cost by Funding Source:

| | |
|-----------------------------|-----------|
| FTA 5304: | \$250,000 |
| WCCTAC In-Kind Local Match: | \$ 32,393 |
| Total: | \$282,393 |

Work Element: 1121 West Contra Costa Transit Enhancement Strategic Plan

| Activity | In-Kind Contributions | | | |
|------------------------------------|------------------------------------|-------------|-------|-----------------|
| | Title | Hourly Rate | Hours | Estimated Cost |
| DWSB; Project Admin | Executive Director | \$93.69 | 15 | \$1,405 |
| | Project Manager II | \$64.98 | 0 | \$0 |
| | Project Manager I | \$60.21 | 15 | \$903 |
| | Administrative Analyst | \$46.85 | 19.86 | \$930 |
| | Administrative Clerk | \$27.41 | 0 | \$0 |
| | Task 1 in-kind match amount | | | \$3,239 |
| | | | | |
| Transit Enhancement Toolbox | Executive Director | \$93.69 | 37.5 | \$3,513 |
| | Project Manager II | \$64.98 | 30 | \$1,949 |
| | Project Manager I | \$60.21 | 43.77 | \$2,635 |
| | Administrative Analyst | \$46.85 | 0 | \$0 |
| | Administrative Clerk | \$27.41 | 0 | \$0 |
| | Task 2 in-kind match amount | | | \$8,098 |
| | | | | |
| Data Collection & Reduction | Executive Director | \$93.69 | 15 | \$1,405 |
| | Project Manager II | \$64.98 | 15 | \$975 |
| | Project Manager I | \$60.21 | 37.5 | \$2,258 |
| | Administrative Analyst | \$46.85 | 0 | \$0 |
| | Administrative Clerk | \$27.41 | 8.06 | \$221 |
| | Task 3 in-kind match amount | | | \$4,859 |
| | | | | |
| Existing and Near-Term Conditions | Executive Director | \$93.69 | 15 | \$1,405 |
| | Project Manager II | \$64.98 | 15 | \$975 |
| | Project Manager I | \$60.21 | 37.5 | \$2,258 |
| | Administrative Analyst | \$46.85 | 0 | \$0 |
| | Administrative Clerk | \$27.41 | 8.06 | \$221 |
| | Task 4 in-kind match amount | | | \$4,859 |
| | | | | |
| Public Outreach and Engagement | Executive Director | \$93.69 | 7.5 | \$703 |
| | Project Manager II | \$64.98 | 30 | \$1,949 |
| | Project Manager I | \$60.21 | 30 | \$1,806 |
| | Administrative Analyst | \$46.85 | 4 | \$187 |
| | Administrative Clerk | \$27.41 | 7.78 | \$213 |
| | Task 5 in-kind match amount | | | \$4,859 |
| | | | | |
| Recommendations | Executive Director | \$93.69 | 30 | \$2,811 |
| | Project Manager II | \$64.98 | 7.5 | \$487 |
| | Project Manager I | \$60.21 | 22.5 | \$1,355 |
| | Administrative Analyst | \$46.85 | 0 | \$0 |
| | Administrative Clerk | \$27.41 | 7.52 | \$206 |
| | Task 6 in-kind match amount | | | \$4,859 |
| | | | | |
| West County Public Agency Outreach | Executive Director | \$93.69 | 12 | \$1,124 |
| | Project Manager II | \$64.98 | 0 | \$0 |
| | Project Manager I | \$60.21 | 8.23 | \$496 |
| | Administrative Analyst | \$46.85 | 0 | \$0 |
| | Administrative Clerk | \$27.41 | 0 | \$0 |
| | Task 7 in-kind match amount | | | \$1,620 |
| | Total in-kind match amount | | | \$32,393 |

Work Element 1125: Daly City Station Access Improvement Study

The purpose of this Project is to enhance multi-modal access for the Daly City BART Station in two ways: (1) identify and prioritize capital investments that would better accommodate existing and future bus and shuttle operations and patron's needs and (2) identify and prioritize pedestrian and bicycle improvements to enhance safety and promote these two activities. Currently, there is limited bus and shuttle capacity at this station. In order to reduce auto-trips and increase transit use in their region, improvements must be made in the station area.

The Daly City BART Station is located at the border of San Francisco and San Mateo Counties. The station area is bordered by Interstate 280 to the west and north, residential neighborhoods to the east and John Daly Boulevard to the south, with some retail, office, and a cinema within walking distance. Because of its close proximity to San Francisco State University and with four BART lines to Downtown San Francisco, the station is well served by a number of bus (Sam Trans and Muni) and shuttle (San Francisco State University, Section Medical Center), and Para transit operators.

In the next few years, SFMTA plans to extend the 14-Mission and 17 Westlake to Daly City Station as recommended in the Transit Effectiveness Project. Furthermore, increased service on other lines, including Samtrans' Bus Strategic and Parkmerced Redevelopment Plans may result in more service terminating at the station.

The Project will achieve the following objectives:

- Accommodate planned increases in bus and shuttle services to Daly City Station
- Provide more efficient drop off, pick up and layover areas for all operators
- Provide higher quality bus and shuttle passenger waiting environment and transfer experience
- Enhance pedestrian and bicycle access and safety
- Reduce impacts on residential neighbors
- Preserve future TOD opportunities on BART property

The Project stakeholders will include BART, Caltrans, City of Daly City, SamTrans, Muni, SFSU, Section Medical, Park Merced and Para transit shuttle operators.

| Tasks and Products | Estimated Completion |
|--|-----------------------------|
| Project Startup-up/Meeting Agenda and Minutes | July 2010 |
| Existing Conditions/Working Paper | Sept 2010 |
| Draft Conceptual Design Alternatives/Working Paper | Jan 2011 |
| Traffic Impact and Pedestrian/Bicycle Circulation Analysis/Working Paper | Mar 2011 |
| Feasibility Study/Draft and Final Working Paper | Jul 2011 |

Estimated Cost by Funding Source

| | |
|-----------------------------------|-----------|
| FTA 5304: | \$250,000 |
| BART Local Match (In-Kind + Cash) | \$ 48,436 |
| Total: | \$298,436 |

Daly City BART Access Improvement Plan

| Task | Activity | Title | In Kind Contributions | | Estimated Cost |
|------|--------------------------------------|------------------------------------|-----------------------|-------|--------------------|
| | | | Hourly Rate | Hours | |
| A | Project Start-up | Senior Planner | \$115.03 | 8 | \$912.00 |
| | | Task A in kind match amount | | | \$912.00 |
| B | Existing Conditions | Senior Planner | \$115.03 | 27 | \$3,099.00 |
| | | Task B in kind match amount | | | \$3,099.00 |
| C | Traffic Impact and Ped/Bike Analysis | Senior Planner | \$115.03 | 56 | \$6,447.00 |
| | | Task C in kind match amount | | | \$6,447.00 |
| D | Niantic At-grade Crosswalk | Senior Planner | \$115.03 | 40 | \$4,631.00 |
| | | Task D in kind match amount | | | \$4,631.00 |
| E | Draft Conceptual Alternatives | Senior Planner | \$115.03 | 49 | \$5,580.00 |
| | | Task E in kind match amount | | | \$5,580.00 |
| F | Draft and Final Plan | Senior Planner | \$115.03 | 68 | \$7,767.00 |
| | | Task F in kind match amount | | | \$7,767.00 |
| | | | | | \$28,436.00 |

Work Element 1125: Modeling Bicycle Access to Transit: BART Bicycle Plan Update

Objective

The purpose of this grant is to identify and prioritize strategies and model future investments that will increase bicycling to BART for incorporation into an update of BART's Bicycle Plan. This will be accomplished by developing a methodology to analyze the cost effectiveness of bicycle facility investments relative to other access modes. This new methodology will serve as the foundation for an update of BART's bicycle plan and access policy and provide a model for other regions and major transit operators. At urban and suburban BART stations, access by automobile exacerbates local congestion and is very costly to expand. Thus, increasing station access by bicycle is critical to reduce local congestion and to accommodate the significant growth in BART ridership forecasted in MTC's Transportation 2035 (T2035) Plan. The work funded under this grant will provide analytical tools to provide a comprehensive update to the 2002 BART Bicycle Access and Parking Plan; incorporate new station access targets; and create a Capital Improvement Program for Bicycle Access to BART. The new BART ridership model and 2008 Station Profile Survey data will be used to analyze the impact of different access scenarios on current BART cyclists and to assess the market for potential riders who would use BART with improved bike access. Scenario planning will be used to compare the impact of varying levels of investment in bicycle facilities and will develop a methodology for prioritizing projects, including cost estimating to increase project readiness, by station. The planning process will also create design guidelines for typical station area/community bicycle transit challenges for jurisdictions to adapt for inclusion in their Bicycle Plans.

| Tasks and Products | Estimated Completion |
|---|-----------------------------|
| Project Startup and Summarize Baseline Conditions | March 2010 |
| Complete System-wide Bicycle Access and Parking Needs Assessment | April 2010 |
| Analyze Cost Effectiveness of bicycle facility investments and alternatives | July 2010 |
| Identify Scenarios and Develop Modeling Approach | August 2010 |
| Develop and Apply project prioritization criteria | December 2010 |
| Complete Cost Estimates for prioritized projects | February 2011 |
| Release Draft Bicycle Plan and Access Policy | March 2011 |
| Revise Draft Plan and Policy to respond to comments | August 2011 |
| Adopt Final Bicycle Plan and Access Policy | November 2011 |

Estimated Cost by Funding Source

| | |
|--------------------|-----------|
| FTA 5304: | \$227,522 |
| BART In-Kind match | \$ 29,478 |
| Total: | \$257,000 |

| Project Title Modeling Bicycle Access to Transit: BART Bicycle Plan | | | | | |
|---|---|---|--------------------|-----------------------------------|-----------------------|
| Task # | Tasks | Department/ Title | Hourly Rate | Hours in-kind contribution | Estimated Cost |
| Task 1 | Project Start Up | Customer Access Department Manager of Access Programs | \$107.20 | 9 | \$ 978 |
| Task 2 | Establish Baseline Conditions and Bicycle Inventory | Customer Access Department Manager of Access Programs | \$107.20 | 37 | \$ 4,000 |
| Task 3 | Public Outreach, Phase I | Customer Access Department Manager of Access Programs | \$107.20 | 23 | \$ 2,500 |
| Task 4 | Access Analysis | Customer Access Department Manager of Access Programs | \$107.20 | 84 | \$ 9,000 |
| Task 5 | Scenario Planning | Customer Access Department Manager of Access Programs | \$107.20 | 56 | \$ 6,000 |
| Task 6 | Public Outreach, Phase II | Customer Access Department Manager of Access Programs | \$107.20 | 19 | \$ 2,000 |
| Task 7 | Draft and Final Report | Customer Access Department Manager of Access Programs | \$107.20 | 46 | \$ 5,000 |
| TOTALS | | | | 275 | \$ 29,478 |

Work Element 1121: Rio Vista Delta Breeze Short Range Transit Plan FY 2010/2011-2017/2018

Objective

This project is being conducted in a rural area. This SRTP will help determine the future delivery of transit services in the Rio Vista Delta Breeze service area in an efficient, cost effective and productive manner so that the City can meet its farebox recovery goals and provide a good transit service to its residents, passengers and visitors. This SRTP will be a seven year document.

The Short Range Transit Plan will evaluate the transit services provided in the City of Rio Vista, with connections to Fairfield, Isleton and Antioch. This will update the City's transit plans from October 2007 – the last SRTP completed for the City. The City intends to derive recommendations to plan the future of the delivery of transit services within the City and analyze its intercity connections to Fairfield, Isleton and Antioch since the city is isolated from urban areas and this transit system is a lifeline for local residents. In addition, the City needs to address the farebox recovery ratio that is presently under 10%. The City also wants to improve coordination with other intercity and interregional transit providers connecting with Rio Vista Delta Breeze. The final product delivered will be the Rio Vista Delta Breeze Short Range Transit Plan with an implementation component for implementing the recommendations starting in July 1, 2011.

Rio Vista Delta Breeze serves a rural community and provides lifeline service to existing urban centers. As such, the SRTP is not expected to play a major role in implementing the FOCUS. However, to the extent Rio Vista Delta Breeze provides an alternative means of travel between Rio Vista and those urban centers it can contribute toward strategies aimed at reducing driving and is consistent with FOCUS. The SRTP should make mention with the coordination of the FOCUS effort.

| Tasks | Description | |
|--------------|--|-----------------------|
| 1 | Prepare FY 2010/2011-2017/2018 SRTP | |
| 1.1 | Prepare Overview of Transit System | 4/1/2011 |
| 1.2 | Review and Update Goals, Objectives, and Standards | 6/30/2011 |
| 1.3 | Service and System Evaluation | 8/31/2011 |
| 1.4 | Operations Plan and Budget | 9/30/2011 |
| 1.5 | Capital Improvement Program | 10/31/2011 |
| 1.6 | Onboard Passenger Demographic Survey | 5/1/2011 to 7/31/2011 |
| 2 | Publish FY 2010/2011-2017/2018 SRTP | |
| 2.1 | Publish Draft FY 2010/2011-2017/2018 SRTP | 10/31/2011 |
| 2.2 | Publish Final FY 2010/2011-2017/2018 SRTP | 12/31/2011 |
| 2.3 | Title VI Plan Update | 2/14/2011 |

Estimated Cost by Funding Source

| | |
|-----------------------------------|----------|
| FTA 5304: | \$25,000 |
| City of Rio Vista In-kind match | \$ 2,868 |
| City of Rio Vista Local TDA match | \$ 2,868 |

Total: \$30,736

Rio Vista Delta Breeze Short Range Transit Plan

| Task | Activity | Title | In Kind Contributions | | |
|-----------|--|---|-----------------------|-------|--------------------|
| | | | Hourly Rate | Hours | Estimated Cost |
| 1.1 | Prepare overview of Transit System | Transit Coordinator | \$ 15.00 | 27.3 | \$ 409.04 |
| | | Task 1.1 in kind match amount | | | \$ 409.04 |
| 1.2 | Review and Update Goals, Objective & Standards | Transit Coordinator | \$ 15.00 | 27.3 | \$ 409.04 |
| | | Task 1.2 in kind match amount | | | \$ 409.04 |
| 1.3 | Service and System Evaluation | Transit Coordinator | \$ 15.00 | 27.3 | \$ 409.04 |
| | | Task 1.3 in kind match amount | | | \$ 409.04 |
| 1.4 | Operations Plan & Budget | Transit Coordinator | \$ 15.00 | 27.3 | \$ 409.95 |
| | | Task 1.4 in kind match amount | | | \$ 409.95 |
| 1.5 | Capital Improvement Program | Transit Coordinator | \$ 15.00 | 27.3 | \$ 409.95 |
| | | Task 1.5 in kind match amount | | | \$ 409.95 |
| 1.6 | Passenger Survey | Transit Coordinator | \$ 15.00 | 27.3 | \$ 410.01 |
| | | Task 1.6 in kind match amount | | | \$ 410.01 |
| 2.1 & 2.2 | Draft & Final Plan | Transit Coordinator | \$ 15.00 | 27.4 | \$ 410.49 |
| | | Tasks 2.1 & 2.2 in kind match amount | | | \$ 410.49 |
| | | | | | \$ 2,867.51 |

Work Element 1121: Novato Transit Needs Assessment Marin County Transit District (Marin Transit)

Objective

The Novato Transit Needs Assessment will evaluate the existing transit services in Novato, identify additional transportation needs in this northern part of Marin County, and provide short-term and long-term recommendations to the Marin County Transit District (Marin Transit) to address the identified service gaps. An implementation plan will be developed that will be reviewed for economic feasibility. Community outreach and public involvement will be integral to the success of the study, and ongoing coordination with multiple stakeholder groups in Novato is an intended outcome of the proposed study.

| Tasks and Products | Estimated Completion |
|--|-----------------------------|
| Project Kick-off Meeting | July 2010 |
| Create a Technical Advisory Committee | August 2010 |
| Finalize Work Plan | September 2010 |
| Existing Conditions Data Collection | January 2011 |
| Consultation and Review | January 2011 |
| Organize and Conduct a Public Outreach Effort | March 2012 |
| Develop Draft Improvement Plan | June 2011 |
| Develop Implementation Plan | July 2011 |
| Develop Final Recommendations | September 2011 |
| Draft Novato Transit Needs Assessment Document | February 2012 |
| Public Review of Draft Document | May 2012 |
| Present Final Novato Transit Needs Assessment Document to MCTD Board | June 2012 |

Estimated Cost by Funding Source

| | |
|--------------------------|------------------|
| FTA 5304: | \$100,000 |
| MCTD In-kind local match | <u>\$ 12,956</u> |
| Total: | \$112,956 |

Novato Needs Assessment In kind Funding

| Task | Activity | In Kind Contributions | | | Estimated Cost | |
|------|-------------------------------------|---------------------------------|---------------------------------|----------|----------------|------------|
| | | Title | Hourly Rate | Hours | | |
| 1 | Project Kick-Off Meeting | Transit Operations Manager | \$126.50 | 1.5 | \$189.75 | |
| | | Senior Transportation Planner 1 | \$114.62 | | \$0.00 | |
| | | Transportation Planner | \$60.20 | 3.25 | \$195.65 | |
| | Create Technical Advisory Committee | Transit Operations Manager | \$126.50 | 1.5 | \$189.75 | |
| | | Senior Transportation Planner 1 | \$114.62 | | \$0.00 | |
| | | Transportation Planner | \$60.20 | 3.25 | \$195.65 | |
| | Finalize Work Plan | Transit Operations Manager | \$126.50 | 0.5 | \$63.25 | |
| | | Senior Transportation Planner 1 | \$114.62 | 0.75 | \$85.97 | |
| | | Transportation Planner | \$60.20 | 1.75 | \$105.35 | |
| | | Task 1 in kind match amount | | | \$1,025.37 | |
| 2 | Existing Conditions Data Collection | Transit Operations Manager | \$126.50 | 2 | \$253.00 | |
| | | Senior Transportation Planner 1 | \$114.62 | 5.25 | \$601.76 | |
| | | Transportation Planner | \$60.20 | 20.25 | \$1,219.05 | |
| | Consultation and Review | Transit Operations Manager | \$126.50 | 1 | \$126.50 | |
| | | Senior Transportation Planner 1 | \$114.62 | 2.25 | \$257.90 | |
| | | Transportation Planner | \$60.20 | 6.5 | \$391.30 | |
| | | Task 2 in kind match amount | | | \$2,849.50 | |
| | 3 | Public Outreach Effort | Transit Operations Manager | \$126.50 | 8 | \$1,012.00 |
| | | | Senior Transportation Planner 1 | \$114.62 | 7.75 | \$888.31 |
| | | | Transportation Planner | \$60.20 | 22.25 | \$1,339.45 |
| | | Task 3 in kind match amount | | | \$3,239.76 | |
| 4 | | Develop Draft Improvement Plans | Transit Operations Manager | \$126.50 | 1.75 | \$221.38 |
| | | Senior Transportation Planner 1 | \$114.62 | 2.5 | \$286.55 | |
| | | Transportation Planner | \$60.20 | 8.75 | \$526.75 | |
| | Develop Implementation Plan | Transit Operations Manager | \$126.50 | 1.75 | \$221.38 | |
| | | Senior Transportation Planner 1 | \$114.62 | 2.5 | \$286.55 | |
| | | Transportation Planner | \$60.20 | 8.75 | \$526.75 | |

| | | | | | |
|---|------------------------------------|---------------------------------|----------|------|--------------------|
| 5 | Develop Recommendations | Transit Operations Manager | \$126.50 | 3 | \$379.50 |
| | | Senior Transportation Planner 1 | \$114.62 | 3.75 | \$429.83 |
| | | Transportation Planner | \$60.20 | 6 | \$361.20 |
| | Task 4 in kind match amount | | | | \$3,239.88 |
| | Draft Document | Transit Operations Manager | \$126.50 | 2.5 | \$316.25 |
| | | Senior Transportation Planner 1 | \$114.62 | 4.25 | \$487.14 |
| | | Transportation Planner | \$60.20 | 8.25 | \$496.65 |
| | Public Review | Transit Operations Manager | \$126.50 | 1 | \$126.50 |
| | | Senior Transportation Planner 1 | \$114.62 | 0.5 | \$57.31 |
| | | Transportation Planner | \$60.20 | 7.75 | \$466.55 |
| | Document Presentation | Transit Operations Manager | \$126.50 | 1 | \$126.50 |
| | | Senior Transportation Planner 1 | \$114.62 | 0.5 | \$57.31 |
| | | Transportation Planner | \$60.20 | 7.75 | \$466.55 |
| | Task 5 in kind match amount | | | | \$2,600.76 |
| | Total In Kind | | | | \$12,955.25 |

Work Element 1124: SFO Surface Transportation Planning Interns

Objective

This program, funded by FTA 5304 funds through CalTrans, would provide up to four upper-divisions or graduate school students real-world transportation planning experience within a unique multi-modal environment at San Francisco International Airport (SFO). Using Airport planning staff, with assistance from the Airport's Office of Employment & Community Partnerships department, they will work directly with the interns to prepare them for full-time transportation planning positions upon graduation from undergraduate or graduate school. All student interns will be required to submit a professional paper summarizing their internship experience.

| Tasks and Products | Estimated Completion |
|---|-----------------------------|
| Task 1: Establishing Civil Service Classification & Requisitions | October 2009 |
| Task 2: Continuous Recruitment for Interns | September 2010 |
| Task 3: Continuous Interviews | September 2010 |
| Task 4: Hire 1st Intern | January 2010 |
| Task 5: Hire 2nd Intern | April 2010 |
| Task 5: Hire 3rd Intern | January 2011 |
| Task 6: Hire 4th Intern | October 2011 |

Estimated Cost by Funding Source

| | |
|-----------------------|----------------|
| FTA 5304: | \$44,000 |
| In-kind local match: | \$0 |
| MTC Cash local match: | <u>\$6,000</u> |
| Total: | \$50,000 |

Work Element 1122: ABAG Regional Land Use/Transportation Model Upgrade, Phase 1

Objective

ABAG and MTC's existing regional land use and transportation models are not adept at reflecting how alternative land use patterns impact mode choice, VMTs, air quality, congestion, and social equity. This is because they cannot fully capture the impact that density, design, mixed uses and behavioral changes may have on travel behavior. Equally concerning is that the land use and transportation models are not fully integrated. Consequently, alternative transportation investments can not be effectively modeled against future land use scenarios.

This project will be Phase I of a long-term effort to upgrade and integrate ABAG and MTC's models. The final product of the long-term upgrade will be an integrated regional land use and travel model that could better capture the impact land use changes have on travel behavior and alternatively, how transportation investments may affect land use. During Phase I of the Model Upgrade Project, research will be done to evaluate and confirm model selection, changes will be made to the existing models to improve *Projections 2009*, and database improvements will be made to the disaggregated models (SAM and POLIS) to help in the eventual full transition to an integrated model.

| Tasks and Products | Estimated Completion |
|--|-----------------------------|
| Define ABAG/MTC Modeling Needs | June 2009 |
| Literature Review | September 2009 |
| Regional Agency/Consultant Meetings | November 2009 |
| Select Model | November 2009 |
| Collect Data | June 2011 |
| Develop Model Update | June 2011 |

Estimated Cost by Funding Source

| | |
|--------------------------|------------------|
| FTA 5304: | \$300,000 |
| ABAG In-kind local match | \$38,868 |
| Cash local match: | \$0 |
| Total: | \$338,868 |

Appendix C

APPENDIX C
STP FUNDED PROJECTS

FY 2009-10 – 2011-12

Congestion Management Agency:
Planning and Programming, and Transportation and Land Use Integration

BACKGROUND

The current federal Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) gives MTC flexibility in programming certain federal funds across different transportation modes, and requires cooperative planning, the establishment of priorities across modes, and consideration of factors such as the coordination of transportation with land use plans in its planning and programming decisions. MTC assumes that these policies will be continued when the federal transportation statutes are reauthorized.

MTC relies upon the input of the Partnership and sister regional planning agencies such as the San Francisco Bay Area Development and Conservation District and the Association of Bay Area Governments to assist in addressing these and other State and federal transportation planning requirements. The Association of Bay Area Governments supports MTC in its efforts to coordinate regional land-use planning and growth issues with the transportation in the Regional Transportation Plan and other planning efforts. Working jointly with MTC and the San Francisco Bay Area Water Transit Authority ("WTA"), the San Francisco Bay Area Development and Conservation District develops a regional strategy for water-related Transit-Oriented Development ("TOD") and shoreline priority development areas.

Countywide transportation planning agencies, whether a Congestion Management Agency or a substitute agency, play the major role in coordinating the efforts and interests of the constituent cities and transportation agencies within each county. The 2035 Regional Transportation Plan sets a direction to respond to the need for climate protection, focused growth, and reduced vehicle miles of travel, and to build momentum to meet performance targets and goals per AB 32, SB 375 and the upcoming Sustainable Communities Strategy; these funding agreements will support the CMAs in responding to this regional direction.

PROJECT DESCRIPTION

Congestion Management Agencies

Funding is conditioned on the AGENCY working cooperatively with MTC and the other regional agencies comprising the regional Joint Policy Committee (JPC) to implement our respective work programs.

Key goals are for the CMAs to use this funding:

- To assist MTC in implementing federal and State transportation planning and programming by representing the local interests within the county and coordinating with regional, State and federal interests.
- To prepare and refine transportation plans, programs and projects for the county that are responsive to federal, State, and regional requirements, goals and policies, and to coordinate county and city priorities for MTC's Regional Transportation Plan (RTP), the Sustainable Communities Strategy (SCS), the FOCUS program, Regional Transportation Improvement Plan (RTIP) and other regional efforts.
- To assist in the development of coordinated transportation and land use policies and plans that reduce vehicle miles of travel (VMT) and green house gasses (GHG) and create travel mode options for the public, through work with MTC, the Association of Bay Area Governments (ABAG), local jurisdictions, transit agencies, and other stakeholders. This effort shall include the definition, coordination and

implementation of actions to address the requirements of SB 375 and AB 32.

- To disseminate information to and coordinate with local jurisdictions, transit operators, and the local community, including transit users, low-income individuals, and bicyclists and pedestrians, and to provide support for the implementation of local transportation projects.
- To establish performance measures for the work of the AGENCY, in coordination with local jurisdictions, transit operators, and the local community, and to implement a performance monitoring process based on these measures.

Specific tasks are described in the MTC-CMA agreements, and include:

- Develop countywide transportation priorities consistent with regional long range vision and requirements
- Establish and implement countywide programming priorities
- Support system management and additional planning activities
- Provide oversight/assistance for local program project delivery
- Participate in Partnership committees
- Partner to develop and implement the 2013 RTP/SCS as required by SB 375
- Support local implementation of the MTC Resolution No. 3434 TOD policy
- Work with ABAG, MTC and the Air District to implement the FOCUS project
- Support development and implementation of parking policies to support smart growth

PDA block grant

In addition, for core programs managed by the CMAs, MTC is making additional funding available to the CMAs by means of a "PDA block grant" to allow more flexibility and more strategic project selection. The block grant will encompass the Regional Bicycle Program, County Transportation for Livable Communities (TLC) Program, and Local Streets and Roads Shortfall Program. CMAs shall submit a Strategic Plan to MTC outlining their approach for programming their block grants. Additional information is included in MTC Res. No 3925, Attachment A, adopted Dec. 16, 2009.

Tasks

CMA planning activities to provide support for the:

- Regional Bicycle Program – CMAs shall provide support for planning the completion of the remaining unconstructed projects on the 2,100 mile Regional Bikeway Network.
- County TLC Program - CMAs shall provide planning support for the county TLC program, in conformance with regional guidelines.
- Local Streets and Roads Shortfall Program - CMAs shall provide planning support for the Local Streets and Roads Shortfall Program. The approach used to select projects, if it differs from the MTC distribution formula, shall be explained in the Strategic Plan.
- Safe Routes to Schools - CMAs shall provide assistance at the county level.

Association of Bay Area Governments (ABAG)

MTC provides funding for ABAG for regional transportation planning as described below:

- Support regional land use planning and coordination with Regional Transportation Planning activities. Some specific duties include:

- Administration of the Station Area Planning program which was expanded to include priority development areas.
 - Development of supporting financial programs working closely with State agencies, as well as via MTC's Regional Transportation Plan.
 - Support of a technical advisory committee made up of various stakeholders and representatives from Priority Development Areas to provide input on potential incentives for the FOCUS program, development of outreach and educational materials, and to generally advise staff on issues as they arise
- Maintain Areawide Clearinghouse Notification and Review function according to Intergovernmental Review Guidelines established by the State (under Executive Order 12372) and pursuant to Federal laws requiring review of grant applications by areawide planning organizations.
 - Participate in the development and implementation of air quality planning documents.
 - Review Environmental Impact Reports ("EIRs") for projects that may impact airports and support the activities of the RAPC.
 - Continue support of ABAG Regional Planning Committee as a forum for discussion of regionally significant issues including FOCUS Priority Development Areas and Priority Conservation Areas as well as other housing, environmental, water and legislative issues.
 - Participate in the definition of realistic scenarios for the Emergency Operation Plan, including the forecast of damages for two functional and two tabletop exercises.
 - Provide other planning support as needed for the development of the Regional Transportation Plan and related planning efforts.

San Francisco Bay Area Conservation and Development Commission (BCDC)

MTC provides funding for San Francisco Bay Area Conservation and Development Commission (BCDC) regional planning as described below:

- Working jointly with MTC and the San Francisco Bay Area Water Transit Authority ("WTA"), develop a regional strategy for water-related Transit-Oriented Development ("TOD") and shoreline priority development areas.
 - Review local general plans to determine the type of development that could be permitted in areas adjacent to existing and proposed ferry terminals and in other possible shoreline priority development areas. Identify four of the most promising terminal sites based on existing and planned updates to general and specific plans that contain support for transit-oriented development principles.
 - In addition to reviewing local general plans, analyze the other opportunities and constraints (e.g. possible land use conflicts with industrial uses or port operations or possible environmental constraints such as wetlands or requirements for dredging) of approximately four of the most promising sites adjacent to existing and proposed ferry terminals.
 - Identify opportunities to connect the four most promising terminal sites to existing neighborhood development patterns and improve connectivity between shoreline developments and existing communities.
 - Assist in the development of station area plans for 3434 ferry terminals. Determine if this is a model that could be used in developing or redeveloping land adjacent to existing and proposed ferry terminals not identified as 3434 ferry terminals. Assist in developing priorities for additional station area plans for 3434 ferry terminals should MTC funds become available.

- Assist in establishing, coordinating and maintaining working groups for ferry sites beginning with the first MTC station area planning grant for Alameda Point.
- Attend and participate in WTA meetings, including meetings of the WTA's Technical Advisory Committee and Community Advisory Committee. Explore with the WTA the possibility of using the Technical Advisory Committee and Community Advisory Committee to provide technical assistance and feedback on water-oriented TOD around existing and proposed ferry terminals to the WTA, MTC, BCDC and other appropriate agencies and organizations.
- Provide project management duties for projects that need a permit from BCDC, including early review and technical assistance to address any issues early in the process and reduce permitting time and complexity.
- Serve as a liaison or identify and establish a contact person within federal and state resource agencies including the U.S. Fish and Wildlife Service, National Marine Fishery Services, National Oceanic and Atmospheric Administration, U. S. Army Corps of Engineers, California Department of Fish and Game, San Francisco Bay Regional Water Quality Control Board, State Lands Commission, Harbor Safety Committee of San Francisco, San Pablo and Suisun Bays, and appropriate local, regional and state agencies who can provide technical assistance and feedback on policy direction, regulatory matters and site specific issues.
- Attend Joint Policy Committee meetings and provide support where necessary.
- Provide appropriate administrative and planning support for the Regional Airport Planning Committee ("RAPC") including implementation of the RAPC work plan and support for any special task forces and advisory committees of RAPC as needed.
- Provide other planning support as needed for the development of the Regional Transportation Plan and related planning efforts.

Metropolitan Transportation Commission

MTC is requesting funding for various regional planning activities as supported in the Overall Work Program.:

BUDGET

This effort involves the development of specific agreements to provide planning funds based on a generalized workscope included in the OWP. This list of tasks and functions is intended to be flexible in order to be able to accommodate changes made in State, federal, or regional requirements during the period of this contract. The funding includes support for general planning and a designated portion (\$160,000 per year per CMA./substitute agency) specifically for transportation land use coordination.

Regional Total for CMA Planning and Programming Funding Agreements

| | | |
|------------------|---------------------|--------|
| MTC STP | \$22,697,000 | 88.53% |
| Additional Funds | \$4,534,000 | 88.53% |
| Total | \$27,231,000 | |

**T4 New Act - Cycle 1 STP
Regional Planning Activities
FY 2009-10 through FY 2011-12
As Approved by Commission - Resolution 3925 Revised
STPL-6084(152)
December 16, 2009**

| T4 New Act - Cycle 1 | | | | | |
|-------------------------------------|---------------|--------------------|--------------------|--------------------|--------------------------|
| County | Agency | FY 2009-10 | FY 2010-11 | FY 2011-12 | TOTAL Cycle 1 |
| County CMA Regional Planning | | | | | |
| Alameda | ACCMA | \$822,000 | \$1,561,000 | \$1,236,000 | \$3,619,000 |
| Contra Costa | CCTA | \$650,000 | \$907,000 | \$817,000 | \$2,374,000 |
| Marin | TAM | \$572,000 | \$731,000 | \$686,000 | \$1,989,000 |
| Napa | NCTPA | \$572,000 | \$656,000 | \$679,000 | \$1,907,000 |
| San Francisco | SFCTA | \$598,000 | \$950,000 | \$809,000 | \$2,357,000 |
| San Mateo | SMCCAG | \$572,000 | \$901,000 | \$770,000 | \$2,243,000 |
| Santa Clara | VTA | \$910,000 | \$1,723,000 | \$1,367,000 | \$4,000,000 |
| Solano | STA | \$572,000 | \$785,000 | \$809,000 | \$2,166,000 |
| Sonoma | SCTA | \$572,000 | \$813,000 | \$726,000 | \$2,111,000 |
| Total | | \$5,840,000 | \$9,027,000 | \$7,899,000 | \$22,766,000 |

| T4 New Act - Cycle 1 | | | | | |
|---------------------------------|---------------|--------------------|--------------------|--------------------|--------------------------|
| County | Agency | FY 2009-10 | FY 2010-11 | FY 2011-12 | TOTAL Cycle 1 |
| Regional Agency Planning | | | | | |
| Region | ABAG | \$572,000 | \$595,000 | \$619,000 | \$1,786,000 |
| Region | BCDC | \$286,000 | \$298,000 | \$309,000 | \$893,000 |
| Region | MTC | \$572,000 | \$595,000 | \$619,000 | \$1,786,000 |
| Total | | \$1,430,000 | \$1,488,000 | \$1,547,000 | \$4,465,000 |

| T4 New Act - Cycle 1 | | | | |
|---|--------------------|---------------------|--------------------|--------------------------|
| | FY 2009-10 | FY 2010-11 | FY 2011-12 | TOTAL Cycle 1 |
| Regional Planning Activities - Total | | | | |
| Total | \$7,270,000 | \$10,515,000 | \$9,446,000 | \$27,231,000 |

Appendix D

APPENDIX D

**FINAL
FY 2011-12**

FHWA PARTNERSHIP PLANNING GRANT PROGRAM

INTRODUCTION

Caltrans sponsors an annual "Consolidated Planning Grant" (CPG) Program which includes FHWA Planning and Research (SP&R) funds, among others. This appendix includes work scopes for planning projects in the MTC Region because such programming is required in order for grants to be awarded to project sponsors. Some of these funds are administered by MTC.

FHWA PARTNERSHIP PLANNING GRANT PROGRAM FY 2009-10

| | | | Local Match | |
|---------|--|--------------|-------------|----------|
| | | Federal Fund | In-Kind | Cash |
| WE 1124 | Central Interstate -80 rail Corridor Study Phase 2 | \$300,000 | | \$75,000 |
| | TOTAL | \$300,000 | | \$75,000 |

| | | | | |
|--|--------------------|------------------|------------|-----------------|
| | GRAND TOTAL | \$300,000 | \$0 | \$75,000 |
|--|--------------------|------------------|------------|-----------------|

Please refer to the following pages for selected work scopes.

Work Element 1124 Central I-80 Rail Corridor Study

Objective

The Central I-80 Rail Corridor Study's geographic focus is on the Union Pacific Railroad (UP) Martinez Subdivision short haul rail segment between the Port of Oakland and Martinez. Used for both freight and passenger service, the growth of rail traffic is straining the current capacity of the rail infrastructure. The congestion and delays to all rail operators has become severe. Expedient and efficient flows along this link are critical to the overall economy of the Bay Area and Northern/Central California.

The intention of this study is to provide a solid assessment of existing conditions, capacity constraints due to local interfaces such as grade-crossings and identification of improvements to accommodate current and future rail operations for Port and non-Port freight transportation, as well as passenger travel.

At the same time, communities which have been built up adjacent to the rail line bear the day-to-day burden of rail operation impacts such as safety issues, barriers to access and circulation delays on local roadways, noise, and emissions that impact air quality and climate change. Therefore, this study also will identify the local residents' and business' concerns, as well as develop and prioritize a list of improvements to address local issues.

There are inherent tensions within the study, with many trade-offs to be considered: local vs. regional impacts and benefits, the ease of movement within neighborhoods vs. on the through rail corridor; environmental sustainability vs. economic growth; needed improvements vs. limited funds; competing land uses along the corridor; job creation vs. security and quality-of-life for communities.

This project will be split into two phases. Phase 1 is funded through an existing federal earmark and Phase 2 is funded by a federal planning grant, for which this application has been prepared. One RFP will be issued for both phases of the study. A schedule is presented below.

| Tasks and Products | Estimated Completion |
|--|-----------------------------|
| Phase 1 | |
| RFP, Consultant Selection, Project Start Up | June 2011 |
| Data Collection/Existing Conditions Report | November 2011 |
| Summary of Opportunities and Constraints | November 2011 |
| Phase 2 | |
| Strategic Vision/ Corridor Management recommendations | January 2012 |
| Evaluation Criteria/Prioritization Process | January 2012 |
| Prioritized List of Projects and Proposed Improvements | March 2012 |
| Cost Estimates for Projects | April 2012 |
| Final Report /Board and Commission Presentations | June 2012 |

Estimated Cost by Funding Source

| | |
|---|-----------|
| FHWA Partnership Planning: | \$300,000 |
| Cash local match (ACCMA, Port of Oakland & CCTA): | \$ 75,000 |
| Total: | \$375,000 |

APPENDIX E

**FY 2011-12
ENVIRONMENTAL JUSTICE PLANNING PROGRAM**

APPENDIX E

**FY 2011-12
ENVIRONMENTAL JUSTICE PLANNING PROGRAM**

Environmental Justice (EJ) Grants

The Environmental Justice (EJ) planning grants are intended to promote the involvement of low-income and minority communities, and Native American Tribal Governments, in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving their mobility, access, safety, and opportunities for affordable housing and economic development.

The EJ projects have a clear focus on transportation and community development issues that address the interests of low-income, minority, Native American, and other under-represented communities.

This appendix lists the active Planning projects funded by Environmental Justice grants in the MTC Region (awarded to the entities in parenthesis), which are awards during the last two FYs.

FY 2010/11 Funds

| | |
|--|-------------------|
| ➤ Bayview Hunters Point Community Based Mobility Solution Study (San Francisco County Transportation Authority) | \$ 180,000 |
| ➤ Chinatown Broadway Streetscape Improvement Design Plan (City of San Francisco Planning Department) | <u>\$ 250,000</u> |
| Subtotal | \$ 430,000 |

FY 2009/10 Funds

| | |
|--|-------------------|
| ➤ Cesar Chavez Community Design Plan (City of San Francisco Planning Department) | \$ 250,000 |
| ➤ Countywide Transportation Plan For Low-Income Population (CCAG of San Mateo County) | \$ 96,507 |
| ➤ Enhance EJ Community Engagement in BART Planning and Decision (BART/Conf of Minority Transportation Officials) | <u>\$ 89,700</u> |
| Subtotal | \$ 436,207 |

GRAND TOTAL **\$ 866,207**

Appendix F

Community Based Transportation Planning (CBTP) Grants

The Community Based Transportation Planning (CBTP) grant program is primarily used to seed planning activities that encourage livable communities. CBTP grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth, and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit-oriented and mixed-use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision making.

CBTP grant funded projects demonstrate the value of these new approaches locally and provide best practices for statewide application. The maximum amount available per grant is \$300,000, with a requirement that the local agency provide matching funds equal to at least 20% of the total. At least half of this has to be cash, while the rest can be in the form of an in-kind contribution of staff support, such as for project management. Below are the planning projects in the MTC Region funded by current CBTP grants.

FY 2010-11 Funds

| | |
|--|-------------------|
| ➤ Central Corridor Growth Strategy and Design Plan (San Francisco) | \$ 250,000 |
| ➤ Midcoast Highway 1 Safety and Mobility Improvement Study Phase 2 (San Mateo County) | \$ 162,462 |
| ➤ Sonoma Boulevard Corridor Project (City of Vallejo) | <u>\$ 282,600</u> |
| Subtotal | \$ 695,062 |

FY 2009-10 Funds

| | |
|--|--------------------|
| ➤ City of Alameda Transportation System Management/Transportation Demand Management Plan | \$ 63,000 |
| ➤ Pedestrian and Bicycle Pathway Feasibility and Options Study of the East Bay Municipal Utility District Aqueduct through Downtown Lafayette | \$ 135,000 |
| ➤ Eastern Neighborhoods Transportation Implementation Planning Study (San Francisco) | <u>\$ 247,050</u> |
| Subtotal | \$ 445,050 |
| GRAND TOTAL | \$1,140,112 |

Appendix G

APPENDIX G

FY 2011-12

FTA ALTERNATIVES ANALYSIS PROGRAM

INTRODUCTION

The Federal Transit Administration's Alternatives Analysis Program (49 U.S.C. 5339) provides grants to States, authorities of the States, metropolitan planning organizations, and local government authorities to develop studies as part of the transportation planning process. These studies include an assessment of a wide range of public transportation alternatives designed to address a transportation problem in a corridor or subarea; sufficient information to enable FTA to make the findings of project justification and local financial commitment required; the selection of a locally preferred alternative; and the adoption of the locally preferred alternative as part of the state or regional long-range transportation plan. Eligible projects include planning and corridor studies and the adoption of locally preferred alternatives within the fiscally constrained Metropolitan Transportation Plan for that area.

Alternatives Analysis Program funds in the MTC Region have been allocated directly to transit operators rather than MTC. However, funds awarded under the Alternatives Analysis Program must be shown in the UPWP for MPO(s) with responsibility for that area. This appendix lists the planning projects funded by Alternatives Analysis Program grants in the MTC Region.

APPROVED FY 08-09 FUNDS

| | | |
|---------|---|------------------|
| WE 1512 | AC Transit: Telegraph Avenue/International Boulevard/E. 14th Bus Rapid Transit (TIP ID ALA050017) | \$237,500 |
| WE 1512 | SMART: Environmental Impact Report and Preliminary Engineering (TIP ID SON070025) | \$427,500 |
| | TOTAL | \$665,000 |

FY 2007-08 FUNDS

| | | |
|---------|--|------------------|
| WE 1512 | VTa: BRT Strategic Plan (TIP ID SCL070044) | \$245,000 |
| | TOTAL | \$245,000 |

FY 2006-07 FUNDS

| | | |
|---------|--|------------------|
| WE 1512 | AC Transit: Study Contra Flow Lanes on Bay Bridge (TIP ID ALA090038) | \$350,000 |
| WE 1512 | VTa: BRT Strategic Plan (TIP ID SCL070044) | \$480,000 |
| | TOTAL | \$830,000 |

| | | |
|--------------------|--|--------------------|
| GRAND TOTAL | | \$1,740,000 |
|--------------------|--|--------------------|

